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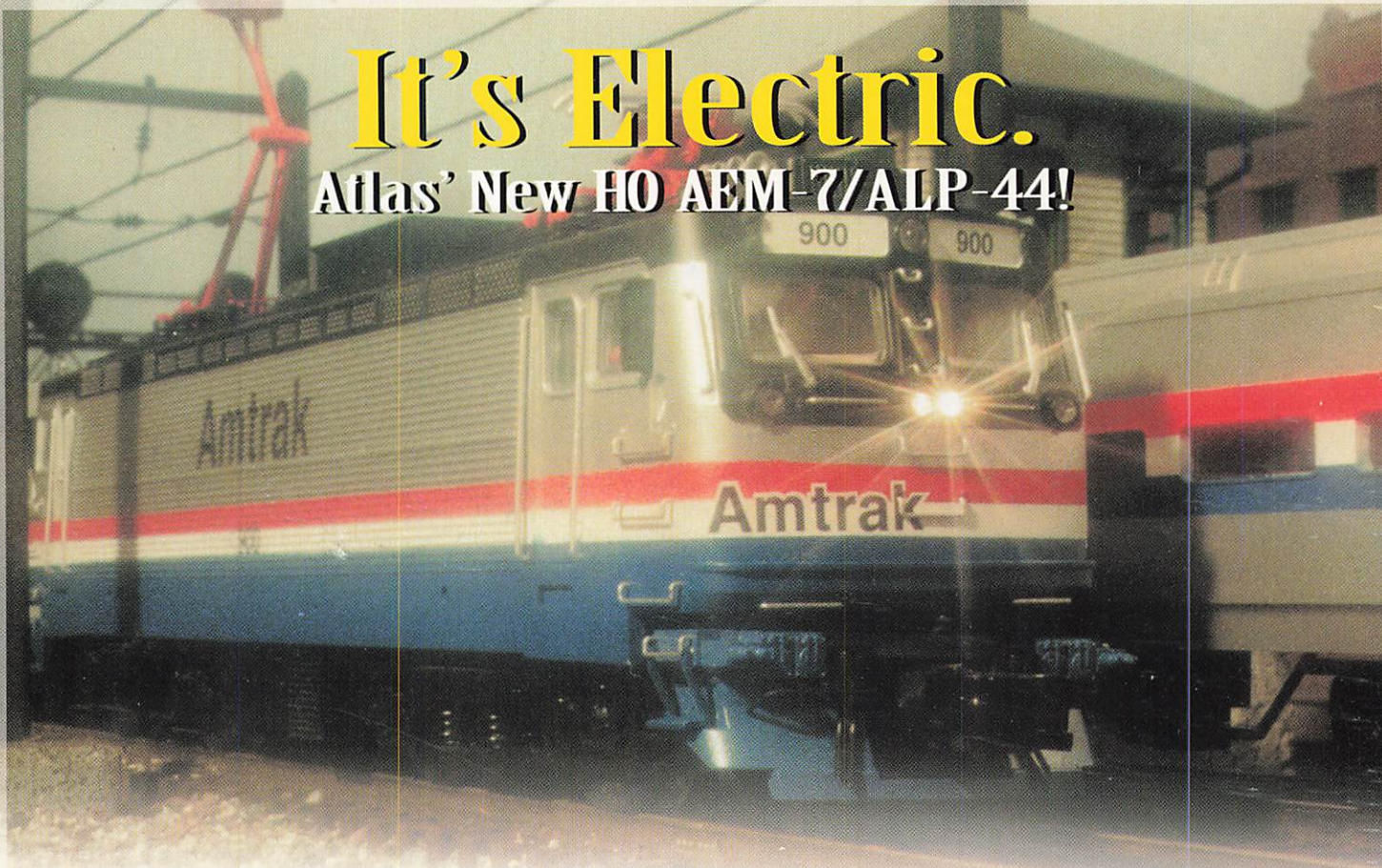
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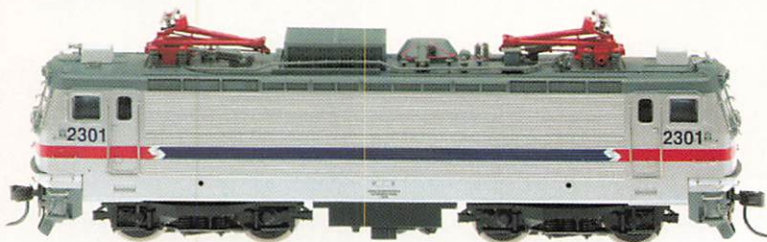
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Atlas HO RS-3

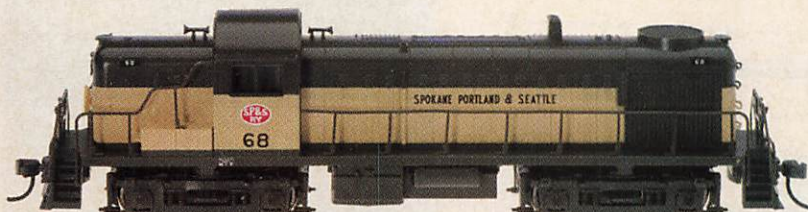


New road names for the HO ALCO RS-3 locomotive, part of the Atlas Classic Locomotive line, are available now at your local hobby store. Some new and improved features include: directional lighting, factory-installed AccuMate® couplers, dual-flywheel equipped five-pole skewed armature motor for super-quiet performance, metal grab irons and accurate painting and printing to match the prototype.

Also available is a special limited edition 50th Anniversary Commemorative HO RS-3 locomotive and an HO scale Extended Vision Caboose. Decorated in metallic gold with Atlas' 50th Anniversary logo, (black wings on the locomotive), these items will be available in very limited quantities. Don't miss your chance to get these special 50th anniversary items!

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8474	Louisville & Nashville (Gray & Yellow)	109
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8477	Spokane, Portland & Seattle (Pullman Green & Yellow)	79
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8479	Western Maryland (Fireball)	186
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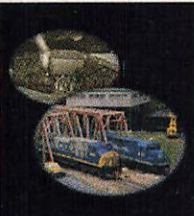
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ON THE COVER: In this special millennium issue we show model railroading through the 20th century, from Gary Hoover's HO scene set in 1900 Colorado to Lionel Strang's modern-day N scale Appalachian layout.

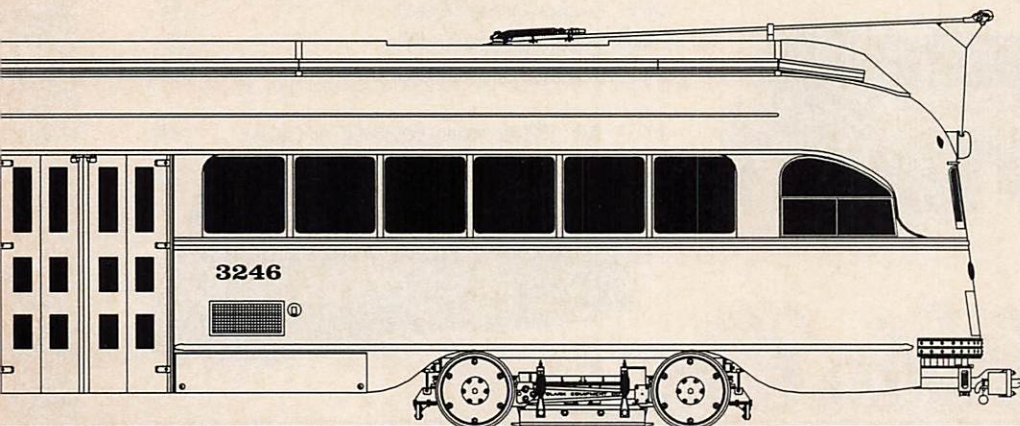
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OUR COVER STORY

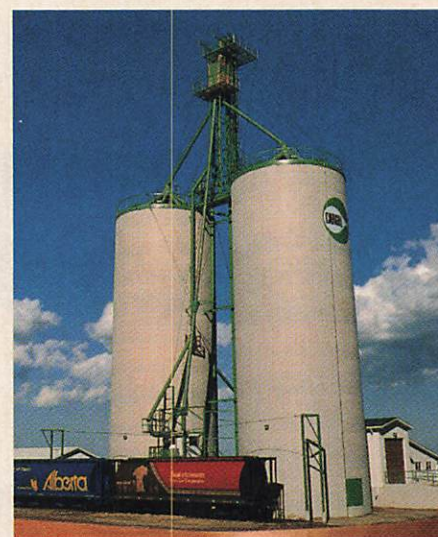
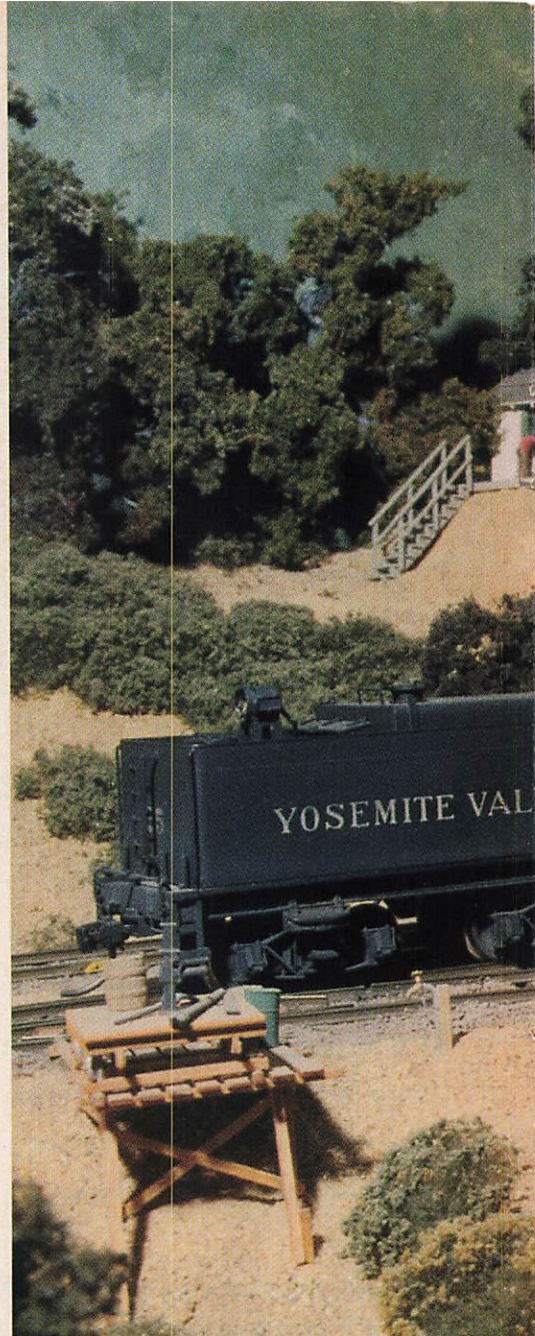
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Contents photos/artwork (clockwise from top): Lou Sassi, Jon Greggs, Joseph Zen-Ruffinen

Contributing to MODEL RAILROADER: We welcome contributions from our readers, including articles, photographs, and prototype drawings. For detailed information on submitting material to MR, write or call our editorial assistant. MODEL RAILROADER assumes no responsibility for the safe return of unsolicited material. We assume unsolicited material is intended for publication by Kalmbach Publishing Co. unless otherwise noted. We assume letters, questions, news releases, and club news items are contributed gratis.

At the Throttle

Passenger car straw poll

By Andy Sperandio
EDITOR

Model railroaders really have it pretty good right now. A recent letter from a reader who's been modeling for about as long as this magazine has been published pointed out what wonderful products in such great varieties today's hobbyists have to choose from. Another reader, though, pointed to a neglected area, the passenger car.

The advances we've seen in recent years in freight car, diesel locomotive, and now even steam locomotive models have raised our expectations, while passenger car models haven't kept pace. We no longer have to settle for generic freight cars painted in schemes "inspired" by our favorite roads. More and more, accurate models of particular cars painted as they appeared at particular times are becoming the norm. More and more, hobbyists are asking why they should have to settle for generic passenger cars painted in approximate or never-never-land liveries.

I don't mean to slight the several manufacturers large and small who are trying to address this challenge. There are good Amtrak cars ready-to-run in several scales, there are nice molded plastic kits for Santa Fe high-levels, also many kits using etched-brass or laser-cut plastic sides representing both lightweight and heavyweight cars, and even some resin kits for today's craft builders. And of course there are imported brass models for those who can afford them. Passenger train modeling certainly hasn't died out. It's just that it could be a lot healthier.

What's missing are the passenger equivalents of the best mass-produced freight cars of today. Where are the InterMountains, the Kadees, the Proto-



2000s, and the Red Caboose for passenger train fans? I know there are some manufacturers who have been asking the same questions, and their plans are beginning to gel, but slowly. I'd like to suggest that we can speed up that process.

In the past MODEL RAILROADER has conducted informal polls asking readers what new products they'd like to see. The results are certainly unscientific, but they have been effective: Our

readers now have much of what they've asked for.

So here's a reader poll focused on passenger cars and passenger trains. You can send your responses on a postcard to MODEL RAILROADER Passenger Poll, P. O. Box 1612, Waukesha, WI 53187, or you can send an e-mail to passenger@mrmag.com. Please follow the format in the box at left and write down numbers one through four, each followed by your choice of railroad, modeling era, car type, and name train.

You're welcome to add a brief comment too, but answer those four questions first to make it easier for us to tabulate your choices. And please use postcards or e-mail only, not letters.

We'll count all responses received by January 31 and announce the results in our April MR News pages, where they'll be available to everyone in the model railroad industry. Past performance has shown that those in the hobby business do listen to our readers, so here's a chance for the neglected passenger train modelers among you to make your voices heard.

Andy Sperandio

Model Railroader

Model Railroading is Fun

January 2000 Volume 67, number 1

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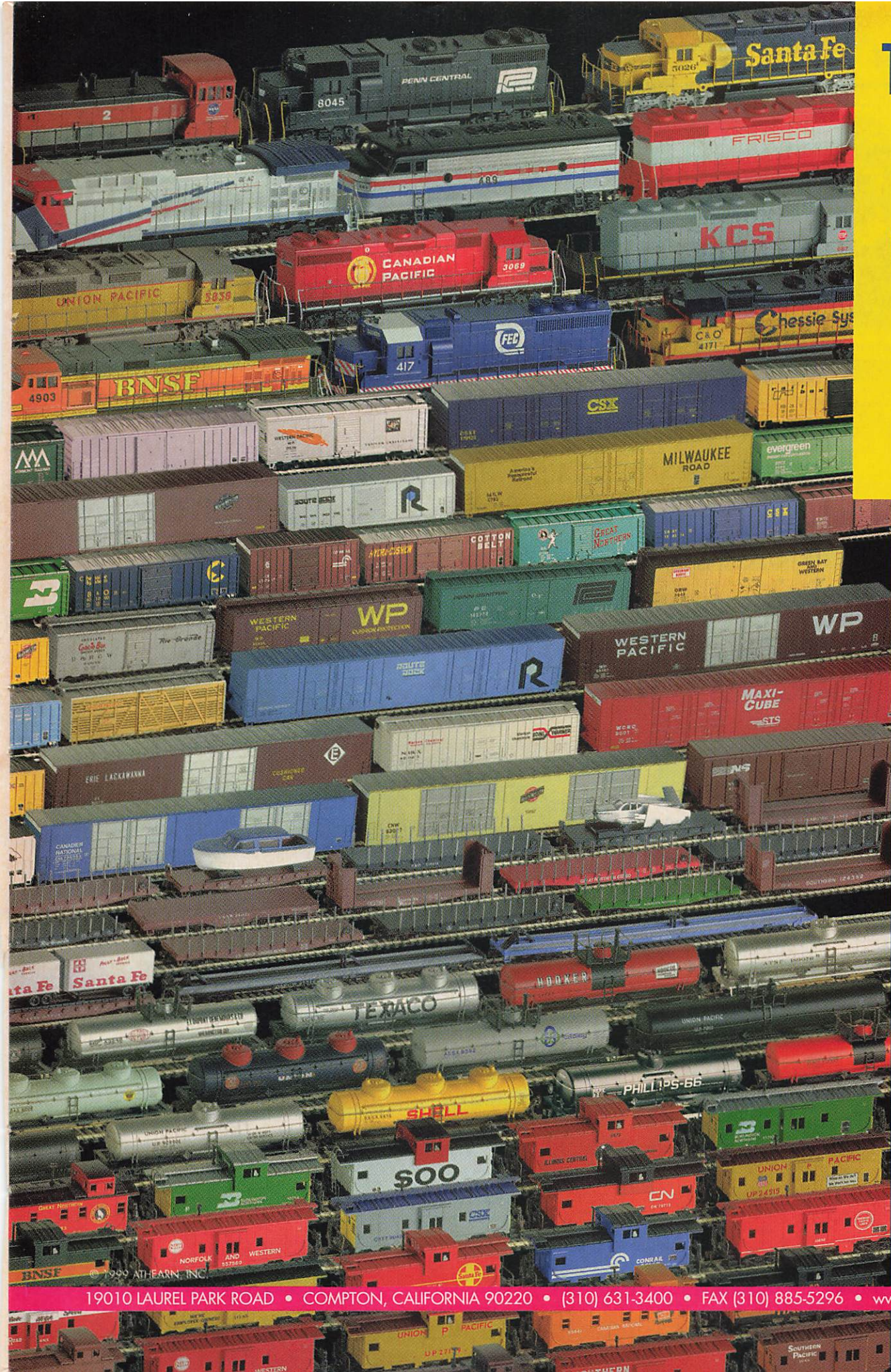
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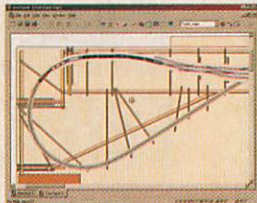
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Plan view, 3D view and photo of layout



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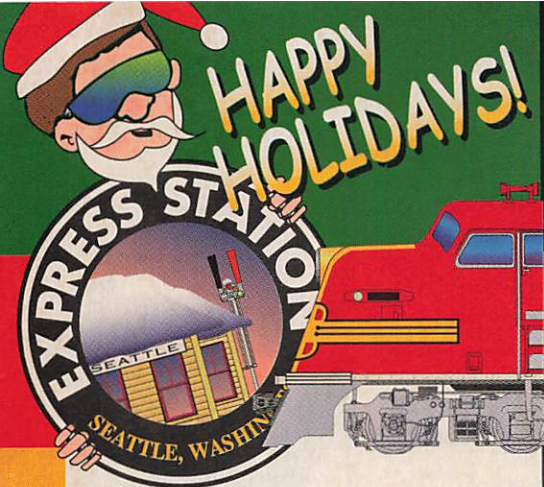
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Letters from our readers

Left wanting more

I've been waiting all month to see David Haines' layout in November's *MODEL RAILROADER*. If I was disappointed it was because you didn't devote the whole issue to it! David almost, I say *almost*, convinces this HO modeler to change to N scale. I can tell I've got to plan a trip to Wichita in the future. David also inspired me to head back to the basement where I'm currently throwing on more ballast.

I also enjoyed Iain Rice's article on redetailing the Bachmann Consolidation. I've been working on one myself, but lacked the guts to move the domes!

TED YORK, ALPINE, UTAH



PEARCE AND WILSON

executed overhead wire "catenary." This word should be used only to describe a system in which the contact wire is suspended from one or more parallel messenger wires to keep the contact wire level. A single-wire system, as used on the MTA layout, is usually called simply "overhead wire." Bill Clouser explained the difference in detail on pages 74 and 75 of Kalmbach's 1974 *Traction Guidebook for Model Railroaders*.

"Catenary" is a mathematical term describing the curve that the messenger wire assumes when it drapes between its own supports. Simple overhead wire, as on the MTA layout, is much easier!

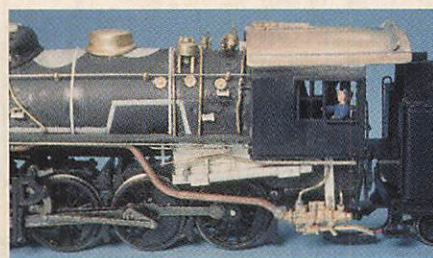
I'm looking forward to the rest of the Harvey's series.

MARTIN E. BIEMER, LOUISVILLE, KY.

Enjoyed looking back

I've been an MR reader for almost 30 years, therefore much of what I have seen this year in *Along the Line* looks back has triggered memories of material in issues past and sent me in search of some of the original articles and photos in my archives of the magazine. In several cases I know what has become of the people described, like John Allen and E. L. Moore, who are, sadly, deceased. Others seem to have just disappeared. I hope you will continue this feature into next year, and if you do, perhaps you could include a sentence or two about the present status of the modeler. Thanks and here's looking forward to another 30 years of enjoying *MODEL RAILROADER*.

STEVE GRANT, LAGUNA HILLS, CALIF.



BILL ZUBACK

Doable

The November article on the Central Vermont steam kitbash using a Bachmann Consolidation was fantastic! There were detailed construction photos and prototype information galore; this is a very doable kitbash. I would like to see more steam articles of this type in MR.

DOUG KISALA

GOODFELLOW AFB, TEXAS

Catenary and overhead

Harvey J. Simon's series on building the Boston MTA layout is most welcome and will introduce a whole new generation to the joys of trolley modeling. The track plan is simple, yet versatile: Three separate routes are possible for those interested in operation and there's the added challenge of backing through the wye. Even more operation would be possible by adding the obvious extension from Brookline up to the streets of Boston.

But it's a mistake, in the last word of the November article, to call this nicely

[Along the Line is back to its current-day format with this issue. Of the modelers whose work we featured last year, besides the two you mentioned, Jim Findley, Bob Hegge, F. L. Jacques, Paul Larson, and Gordon Odegard were all deceased before 1999. Whit Towers, whose Alturas & Lone Pine was featured last March, died June 12, 1999. Mike Nixon is still modeling, but now in N scale. David Petty contributed an article, "Making custom decals at home," that we published last April. John Olson has been away from home too much as a vice president with WED Enterprises to do much model railroading. That leaves Paul Jansen, and we haven't heard anything from or about him in a long time. — Andy Sperandio, editor]

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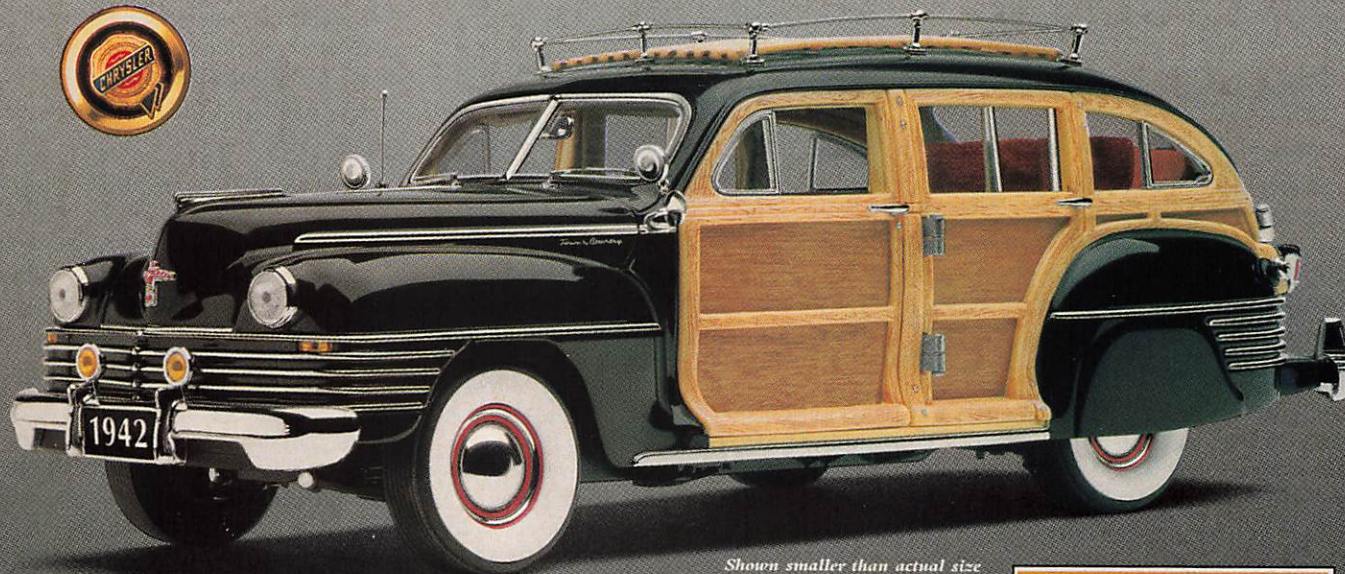
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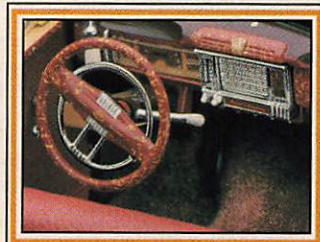
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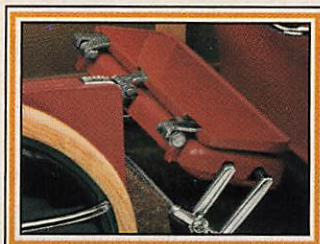
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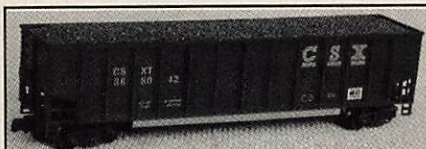
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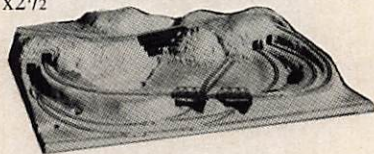
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ANDY SPERANDEO

Building a fleet

I never imagined the message that I sent to the Union Pacific Streamliner e-mail list in August would result in my first mention in MR, but it was really a pleasant surprise. I had your editorial displayed prominently during an open house I held October 16.

The initial mainline locomotive roster for my layout, the Union Pacific's Chillicothe Subdivision, is based on the ratios that I mentioned in that message, consisting of ten SD40-2s, two C30-7s, one SD40, one U30C, and one yet-to-be-determined Eastern road unit (Norfolk & Western/Southern/Norfolk Southern or Chessie/CSX). I've taken my research further to determine the correct number of each unit's phases to model.

I've really enjoyed the research necessary to develop these ratios. The end

result that I've strived for is a roster of locomotives which share a common UP look, yet are ordinary enough to take attention away from individual units and force it on the work of moving the freight. I hope this lends a feel of gritty purpose when operating the layout and an increased sense of realism. Your column was a great encouragement to me.

JOE ATKINSON

COUNCIL BLUFFS, IOWA

Highlighting the ordinary

I thought November's was one of the better At the Throttle editorials in a while. The same concept applies to rolling stock. It can be tedious building car after car in the same mineral brown scheme but the effect on the overall scene can be really impressive. In an old video Chuck Hitchcock had a great idea, "The key to realism is highlighting the ordinary." In this vein I think the two best shots of David Haines' layout are photo no. 6 on page 75 showing the passing freight and photo no. 7 of all the Caswell gondolas.

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No two alike

Andy Sperandio's At the Throttle editorial "Engine fleets for realism" was interesting and his point was well made. There may be times, however, when variety in modeling and not having even two locomotives of the same type might be appropriate.

About a year ago I saw a lash-up of six Iowa Interstate locomotives go by in Des Moines, Iowa. Of the six units, no two were the same. At the point was an Alco C420 followed by a GP38. Then came a GP9, an SD20, a GP10, and a GP8. To add to the mixture there were three different paint schemes. Four were in the standard Iowa Interstate black but the GP9 was green and the C420 was red.

On regionals and short lines, there may not be a dominant locomotive type.

WARREN W. KEELER
OSCEOLA, IOWA

A real rubber gauger

I applaud your November article on David Kennett's Z scale briefcase layout. It's an inspiration to anyone considering going into Z scale for the first

time. I myself am a multiscaler, currently working on layouts in Z, N, and G scale outdoors. I hope to someday add O-27, HO, and HO_N2½ layouts to this collection. None of my layouts are anywhere near complete.

I also have to say that I wish the article could have been more than two pages, but it was certainly a nice change from the flood of HO and HO_N3 layouts that are featured so often. I'm not saying that these layouts are bad because they certainly aren't, but they do get monotonous. As the old proverb says, "All things in moderation." Please include more articles like this soon. Keep up the good work.

KENT WALKER, POCA, W. VA.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187. Send e-mail to rpo@mrmag.com, or call the MR Reader Comment Line, 262-798-6497, anytime. Please include your name, city, and state.

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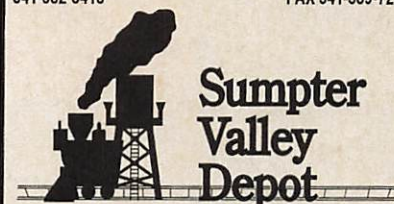
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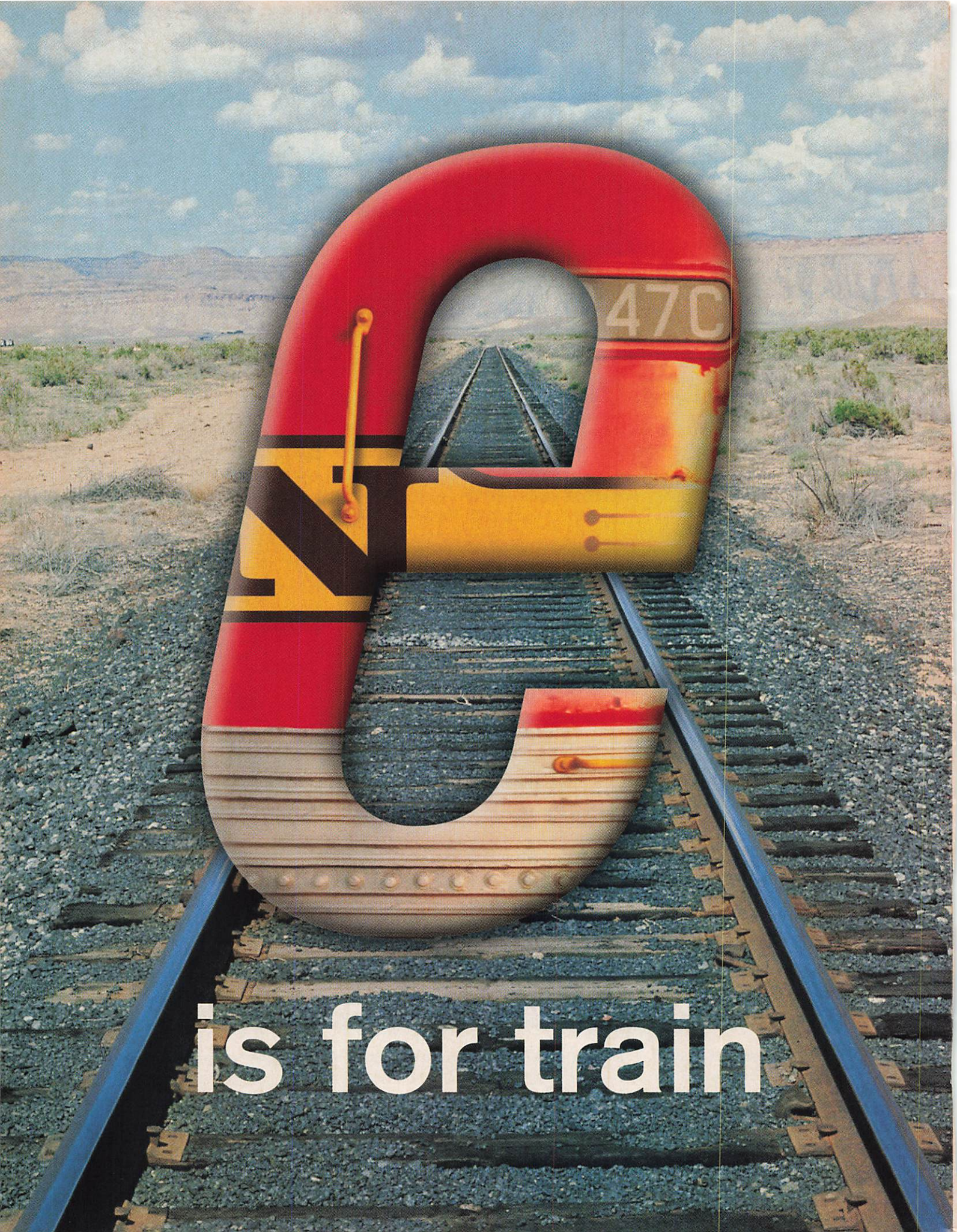
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Product Reviews

Conducted by Jeff Wilson



More new O scale: a fine performing AEM7 and Horizon passenger cars

Atlas O has released an Amtrak AEM7 electric locomotive and companion Horizon passenger cars for two-rail O scale and three-rail. I reviewed the two-rail versions of the models. The locomotive runs beautifully and is very well detailed, even including cab detail and crew. The locomotive is available painted for all owners of prototype AEM7s and is also available in an ALP44 version for New Jersey Transit.

The AEM7 is a 7,000-hp monster capable of hauling passenger trains at speeds of 125 mph, yet it's the size of a 50-foot boxcar. An Americanized version of a locomotive from the Swedish company ASEA, the AEM7 was built under license by General Motors' Electro-

Motive Division from 1979 to 1988. The electrical components came from ASEA while EMD provided the mechanical gear and final assembly. Budd built the carbodies for the first two Amtrak orders but then went out of the railroad business, so subsequent engines received bodies built by Simmering-Graz-Parker of Vienna, Austria. The ALP44 is the same locomotive but assembled entirely in Sweden. The main spotting feature of the ALP44 is slightly larger vents along the upper edge of the carbody.

There were some minor changes in the AEM7 over the years as well. Most



AEM7s and ALP44s have four grills mounted alongside the boxy housing of the resistor grids and above the carbody grills. Atlas O's model lacks these grills, although they'd be fairly easy to add.

There have also been at least two styles of insulators supporting the pan-

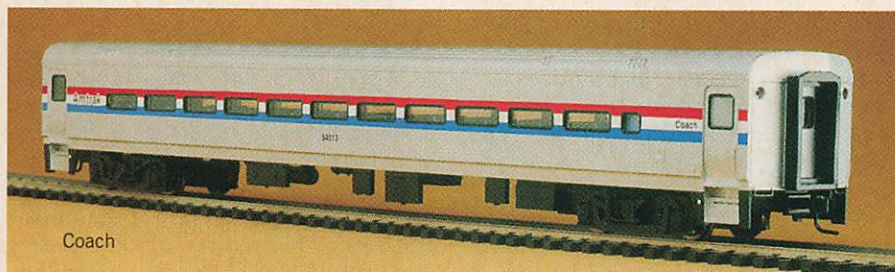
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HOWARD PAULMAN

Amtrak AEM7 no. 912 speeds through Princeton Junction, N. J., in January 1981. This engine is from the first order of AEM7s (nos. 900-929), built from November 1979 through August 1981.



Coach



Dinette

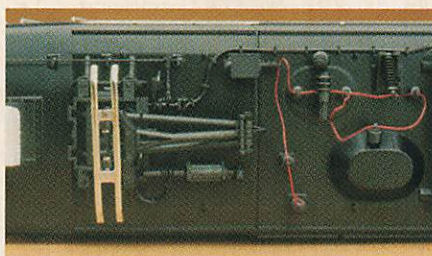
tographs. The model features a design that looks like a large coil spring. The other design looks like a mushroom. Prototype AEM7s appeared with both black and red pantographs. The model comes with black ones, though Atlas O plans to offer red versions as an after-market item.

While the AEM7 may not be the sleekest design ever produced (railfans early on dubbed them "toasters"), they maintain the ugly charm that has endeared many railfans and modelers to boxcab electrics. The detail on the model is accurate and well rendered. All major dimensions are within an inch of those shown in drawings published in the June 1993 *MODEL RAILROADER*. The glazing in the windows is clear and flush-mounted. Both cabs have interior detail, and one contains a crew. Headlights and red marker lights are directional but not constant.

The pilots have m.u. hoses and uncoupling levers. There's a large opening below the Atlas O magnetic knuckle coupler that should be filled – there doesn't seem to be any reason that it isn't.

Grab irons are separate steel-wire pieces, and the roof detail is thorough, with the bare copper wire a particularly nice touch. If there's any disappointment it's the resistor-grid housing, which represents the grids with perforations on the side sheets. Even this is adequate for all but close inspection.

The white air-conditioning units really stand out against the solid black of the rest of the roof. A little weathering and adding color to some of the other components would emphasize the detail and increase realism.



The pantographs are held down by small plastic clips which must be spread by hand to release. The model is wired for two-rail operation, but conversion to overhead operation is provided for. To do so, remove the shell by taking out the screws holding the pilots in place and the four screws located in deep holes below the outer wheelsets on each end. Two large black wires come up from each truck to the circuit board mounted to the roof. These are marked RPK1, RPK2 and LPK1, LPK2. Following National Model Railroad Association standard S-5, cut the RPK leads and solder the ends from the circuit board to the soldering lugs on the pantograph mounting pins.

The drive system is similar to HO diesels. A large Pittman can motor with dual flywheels drives a gear tower on each truck. The trucks have die-cast metal sideframes. The cab steps, which are body mounted on the prototype, are separate castings that pin onto the sideframes. The steps are painted blue and thus stand out nicely against the black truck. The effect is quite good at a glance, but modelers with broad curves may wish to body-mount the steps.

The wheels on the engine are specially made and have the bolt detail cast

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7231 Amtrak dinette

Horizon car three-pack (one dinette and two coaches), \$239.95

7210 Undecorated
7212 Amtrak

around the rim. All the wheelsets on our sample were slightly narrow in gauge. This was easily corrected by removing the four screws on the gearbox cover plate, pulling out the wheelset, and twisting and pulling the wheels to the correct gauge. I'd suggest a drop of CA (cyanoacrylate adhesive) on the insulated hub to hold the wheel in the new

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position. I did contact Atlas O about the narrow wheelsets and they were going to notify the factory.

Prototype electric locomotives are incredibly powerful for their size and Atlas O's AEM7 imitates this well. The engine weighs 4½ pounds and exerts just over a pound of drawbar pull. I tested the companion Horizon cars and they required about 1 ounce of pull in order to get them moving and ½ to ¾ of that to keep them going, so on level track the engine should handle a 16-car train with ease – that's 30 feet of train.

The engine could creep at less than .25 mph. At 12V it hit 100 mph, well below the prototype's top end. However, it should be noted that O scalers routinely run higher voltages and the Pittman motor is rated at 24V. (Although we routinely think of 12V as the standard, the NMRA specifies that full throttle at railroad "shall not be less than 12V.") At 15V the engine hit 120.5 mph, and at that speed the engine will travel over 100 feet in 30 seconds – a capability few layouts could handle.

Horizon cars

The AEM7 runs in Amtrak's electrified Northeast Corridor and on a few other Eastern commuter lines. The Horizon cars are a variation on an earlier commuter design known as the Comet (which Atlas O also plans to produce). The most obvious spotting difference is that the Comets have inside bearing trucks and the Horizons travel on outside bearing trucks like those used on the Viewliners and new Superliners. The change in trucks was because the Horizons were designed for service on long-haul runs as well as commuter service in the Northeast.

If you accept the dictum that beauty results when form follows function then the Horizon cars are beautiful. Beautiful or not, the Atlas O model admirably captures the utilitarian qualities of the prototype. The models include an illuminated interior that includes seats and vestibule walls in the coach, with tables, chairs, and kitchen and vestibule walls in the dinette car.

The illumination is well done with six lamps in the coach. Each car also has illuminated red marker lamps at one end (non-lighted lamps at the other end) which can be turned off with a switch on the underbody. The marker lights lit at about 2.5V and the interior lights at about 4V. All this light is not without cost, as each coach draws .2A to .4A. That may not seem like much

but the AEM7 draws only .2A at 3V and only .7A at 12V.

Car detailing is well done with separate grab irons and well-sculpted fluting on the roof. Dimensions matched those in drawings published in *Railroad Model Craftsman* in November 1992.

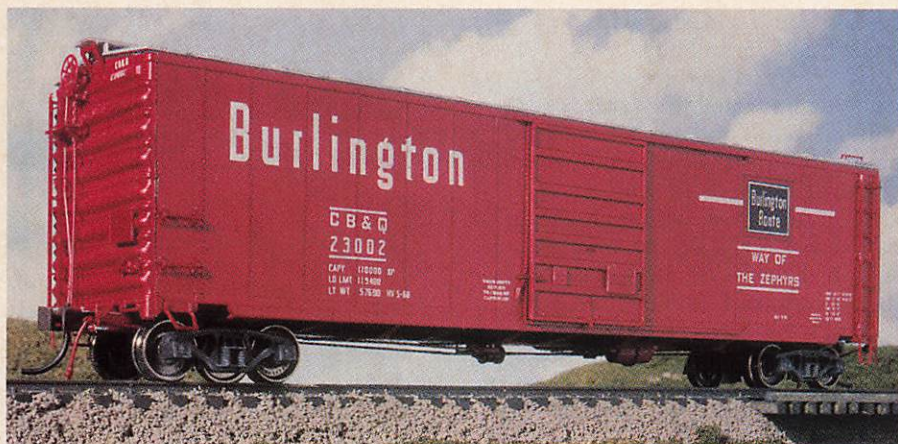
Missing are any latches on the side doors, although they are there on the end doors. This may be a result of basing some details on Comet cars, which had electric side doors for easy commuter use and manual end doors to discourage between-car travel, while the long-distance Horizon cars were the reverse.

Underbody detail is represented by castings for the various cabinets along each side. Some of these are open on the back and most seem too shallow, though the effect from trackside is not too bad. The cast-metal truck sideframes have good relief and sharp detail. The suspension hangers are plastic castings that are press-fit into the sideframes.

All wheelsets on our cars were wide in gauge, some just barely but most by about .010". To disassemble the trucks requires disassembling the car, not a simple task. I did so, but when I pressed the wheels to the correct back-to-back dimension they bound against the sheet-metal frame that supports the electrical pickup. The only real solution would be to alter or discard this piece (the axles actually run in the sideframes).

The actual discrepancy is not great. I ran an unmodified car through an old Atlas turnout without trouble and suspect that most modelers will likewise find no performance problems. Given the difficulty of disassembly, I'd recommend testing your cars on your layout and if performance is fine, don't worry. I did call Atlas O and explained the situation. Atlas' Jim Weaver said they will follow up at the factory and said that if modelers had problems they should contact Atlas directly.

Some people have wondered about the choice of prototype for a mass-produced model because of its regional appeal. It's worth noting that the AEM7 won our informal poll for most-wanted electric locomotive several years ago and that no one has ever questioned the logic of producing a Pennsy K-4 even though it was certainly as regional. Overall both the AEM7 and the Horizon coaches are very well-detailed models of modern prototypes. The engine deserves particular credit for good engineering and superb performance. — George Sebastian-Coleman, associate editor



HO AAR standard 50-foot boxcar

BBranchline Trains, the maker of this BHO scale 50-foot boxcar, isn't a new name in the model railroad industry. For several years Branchline has applied custom paint schemes to other manufacturers' freight cars, earning a well-deserved reputation for sharp lettering and accurate colors. This boxcar is Branchline's first production effort, and an impressive first effort it is.

The Branchline model is based on the AAR standard 50-ton, 50'-6" boxcar, which was based on a design introduced in 1942. Although World War II slowed production of these cars, thousands of similar cars were built through the 1950s. Although the cars were constructed to basically the same design, several options were offered depending on the intended service. Since production of the basic design went on for so long several changes were made, so roof styles, ends, side sills, and doors varied over time and from railroad to railroad.

The standard design featured 16-panel (8/8, for eight panels on each side of the door opening) riveted sides with an eight-foot door opening for merchandise boxcars. The automobile car version of the car featured 5/8 riveted sides with a 15-foot door opening covered with a set of two doors. All told more than 9,000 cars were built for 16 railroads to this basic design between 1950 and 1960. The November 1998 issue of *RailModel Journal* contains a detailed article on the 50-foot AAR cars.

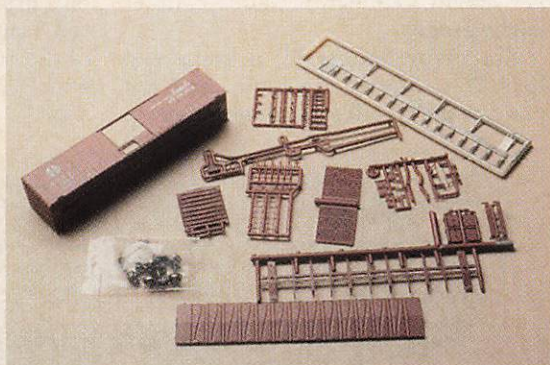
Branchline intends to offer every major variation of the car with paint and lettering schemes accurate for each version. Undecorated

models include all the extra parts to allow modelers to build the version of the car they choose.

The first versions to hit the streets are the single-door cars. The models feature the so-called R+3/4 improved Dreadnaught end, the type found on the majority of 50-foot AAR cars built in the 1940s and '50s. The car has a diagonal-panel roof, the most common style found on these cars.

Despite tremendous advances in freight car modeling in recent years, this kit takes things a step further. Let's start with the packaging. When you find these cars on your dealer's shelves you'll notice the labels describe the contents of the kit, including the year the car was built and, if appropriate, the year it was repainted into the scheme found on the car in the box. For example, our Chicago, Burlington & Quincy car was, according to the label, built in 1955 and repainted into the Chinese Red scheme in 1958.

The kit isn't difficult to build. Before starting construction I armed myself with the usual assortment of tools including a sharp hobby knife, despruing nippers, liquid plastic cement and a small paintbrush (for applying the



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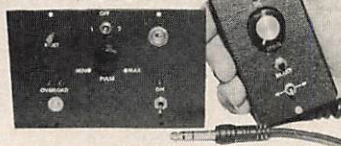
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cement), and pin vise with nos. 61 and 75 drill bits.

The instructions are well laid out and straightforward, although a few of the smaller photos are difficult to decipher. All the parts fit with a minimum of fuss, although the paint had sealed some of the smaller holes slightly. I used a no. 75 drill bit to clear these out before installing the parts.

There are three sprues of small detail parts. Be sure to use care in removing these extremely delicate parts from the sprue. A despruing nipper is the easiest way to do this, although a sharp hobby knife will also work.

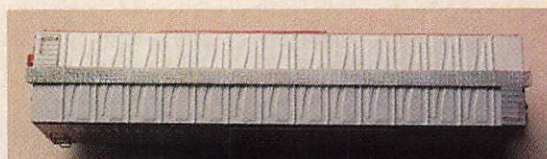
Following the instructions I had the car assembled and on the rails in less than 90 minutes. Now that I'm familiar with the parts and assembly sequence I'm sure my next car will go together in well under an hour.

The assembled car weighs 4.5 ounces, right on the National Model Railroad Association's recommended practice for a 50-foot car. The car weights are included in the kit - a pair of lug nuts to be located over the trucks. I held these in place with short pieces of double-sided foam tape.

The die work on the model is quite impressive, with fine cross-sections on many parts. The finished model matched drawings of the prototype car which appeared in the 1953 edition of the *Car Builder's Cyclopedia* (Simmons-Boardman). The running board is even see-through in the section that overhangs the end of the car. A nice finishing touch is the finest plastic uncoupling lever I've ever seen on an HO model. I only wish there were a couple of extras in the kit that I could use on some of my other cars!

The model includes metal wheelsets with one-piece injection-molded trucks and knuckle couplers. The wheelsets were all in gauge according to the NMRA standards gauge, and the coupler height matched a Kadee coupler height gauge.

Not many batters hit a home run their first time at the plate, and not many model railroad manufacturers



HO AAR 50-foot boxcar

Price: \$12.95

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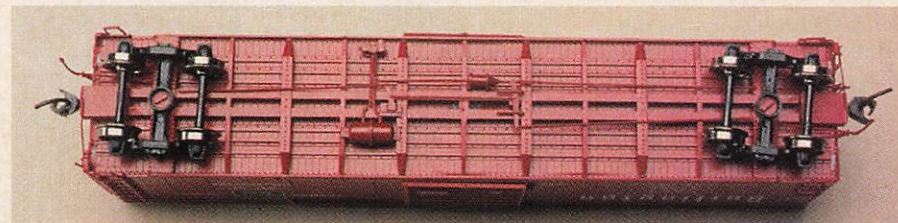
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Road names:

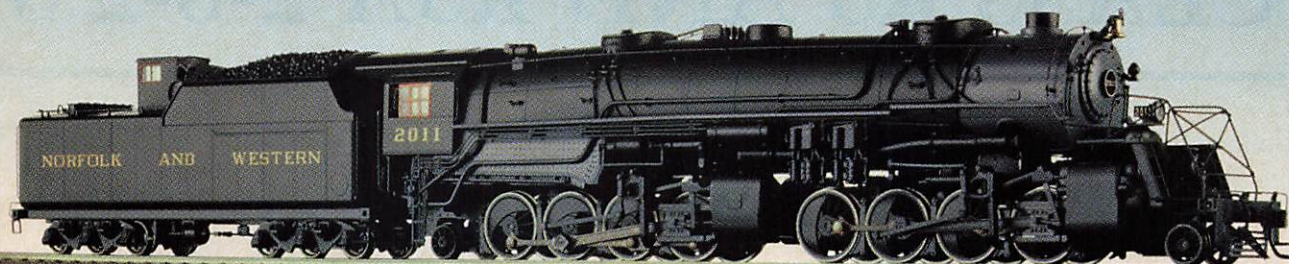
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Northern Pacific (green)
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score with a hit product their first time out. Branchline has done that with this car. I can't wait for the other variations of the 50-foot car, as well as the firm's 40-foot car, which should be along soon. - Marty McGuirk, associate editor



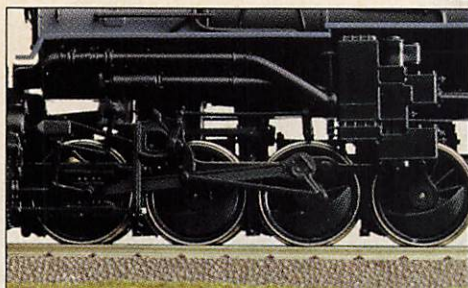
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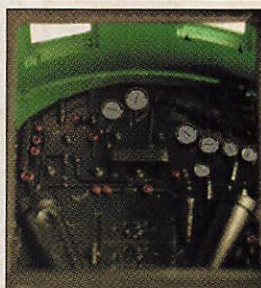


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2321.1 C&O Class K3 Locomotive #1222 with 21 RA tender. Elesco feedwater heater. Star on Elesco bundle. Plated pumps, drip pans and filters. Overfire jets. Step pilot. Post-war era. Georgian style.

2322.1 C&O Class K3 Locomotive #1249 with 21 RA tender. Elesco feedwater heater with star and bands on Elesco bundle. Plated cylinder and valve covers with stars. Plated filters and drip pans. Strap pilot.

2323.1 C&O Class K3A Locomotive #2311 with 21 RA tender. Elesco feedwater heater. Overfire jets. Step pilot. Number boards below Elesco and over bell.

2324.1 C&O Class K3A #2320 with Vanderbilt 16 VC tender. Elesco feedwater heater. Star on Elesco bundle. Strap pilot.

2325.1 C&O Class K3A #2348 with Vanderbilt 16 VC tender. Worthington BL feedwater heater. Overfire jets. Step pilot. Number boards at top of smoke box front.

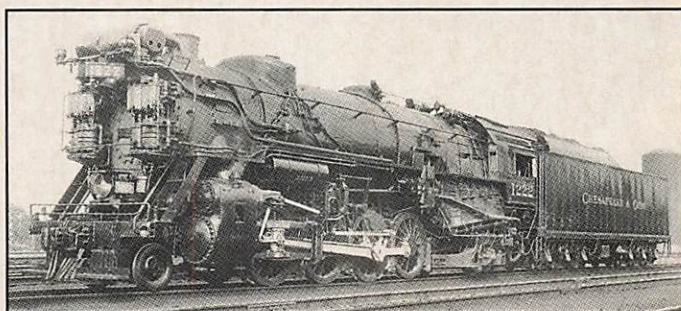


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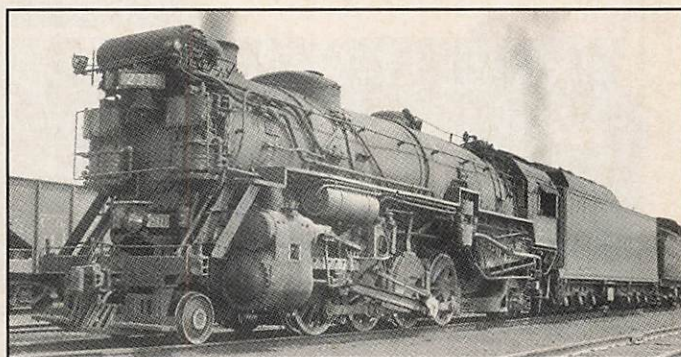


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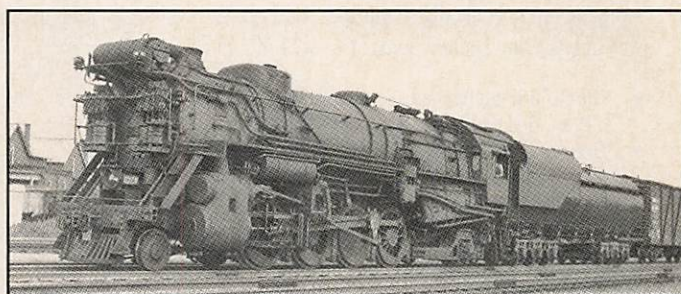


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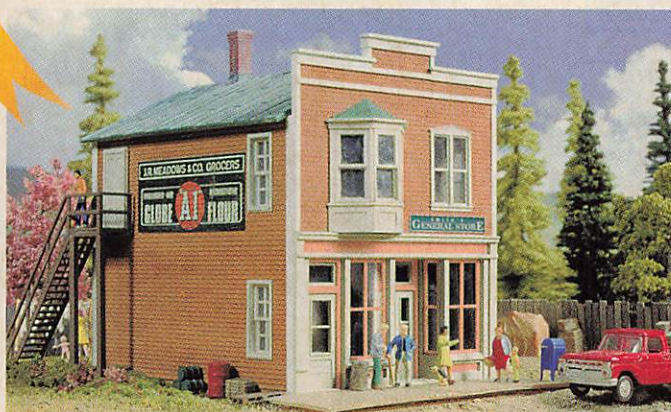
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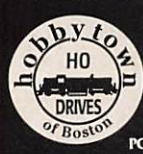
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Product Reviews

Continued from page 20



HO 1930s gas station

I've enjoyed the line of detail parts from JL Innovative Design for quite a while, but hadn't taken the time to build one of the company's structure kits. Because of this I was happy to review Brownie's Northside Service. This gas station is a classic 1930s design which could still be found through the 1960s and - in rare cases - even later.

The kit comes with signs for Shell, Texaco, and Flying A. I was familiar with Shell and Texaco but had never heard of Flying A. A little bit of Internet surfing revealed that Flying A was a brand name of Tidewater Associated Oil, which operated on the East and West Coasts and was merged into Getty Oil in 1967. The instructions note that the kit is based on a 1930s Flying A station.

The kit consists of color-coded stripwood, precut wood wall pieces, plastic window castings, and metal castings of gas pumps and other equipment. Most of the wood pieces are precut to size. The plastic and metal castings were very clean and required minimal effort to remove flash. The sign lettering is crisp and clear, and I could read the lettering on all but the smallest of the signs.

I decided to construct the kit as a Flying A station of the thirties. I began by cleaning the metal and plastic castings. The kit instructions suggest a light tan color for the walls and I chose Floquil Depot Buff. I brush-painted all the wood pieces and airbrushed the plastic and metal castings.

The lower part of the walls are to be painted red. No paint match is given, so I chose Floquil Caboose Red, which reasonably matched the red on the large Flying A signs.

Assembling the walls was relatively easy following the instructions. I used a slow-setting, gap-filling cyanoacrylate adhesive (CA) to glue the wall assemblies together and a gluing jig to keep the walls plumb and square. The completed walls are rather flimsy until the top roof fascias are glued on.

I had the most difficulty trying to glue together the plastic entry door and metal window castings. The instructions and drawings didn't make it clear if the door is to be edge-glued to the window castings or if the trim should overlap. I succeeded in edge-gluing the door to the window castings using five-minute epoxy. The wood piece (1A) that goes over the door did not fit properly and I ended up cutting a new one from .010" sheet styrene and gluing it in place with gap-filling CA.

I was impressed with the detail castings and really liked having a choice of gas pumps. I chose the older gravity-feed reservoir type and used gap-filling CA to assemble the pumps. Hoses are formed from small diameter insulated wire. I used small nail scissors to cut out the small pump globe signs and glued the signs in place with white glue.

I lightly sanded the back of the sign sheets with 150-grit sandpaper to thin the paper as recommended in the instructions, then cut out the signs using a new no. 11 blade and glued them in place with white glue.

The instructions suggest painting the roof to represent tar paper but I decided to use roofing tar and gravel on mine. After gluing the roof details in place I applied a heavy coat of Polly Scale Steam Power Black, then sprinkled on

fine ballast. I mounted the large roof signs on the cardstock provided, but unfortunately the Goodyear sign warped a bit after it had dried. I'd suggest substituting some .010" styrene in place of the cardboard.

The kit is a nice structure when done. The interior is highly visible through the large window area and could be greatly improved with the addition of some interior detail. Items such as a desk and chair in the office along with various tools and equipment in the service bay would add greatly to the overall appearance. It took me about 20 hours to complete and would be an excellent kit for someone with experience building craftsman type kits. — *Lionel Strang* (*Lionel is MR's Workin' on the Railroad columnist*)

HO 1930s gas station

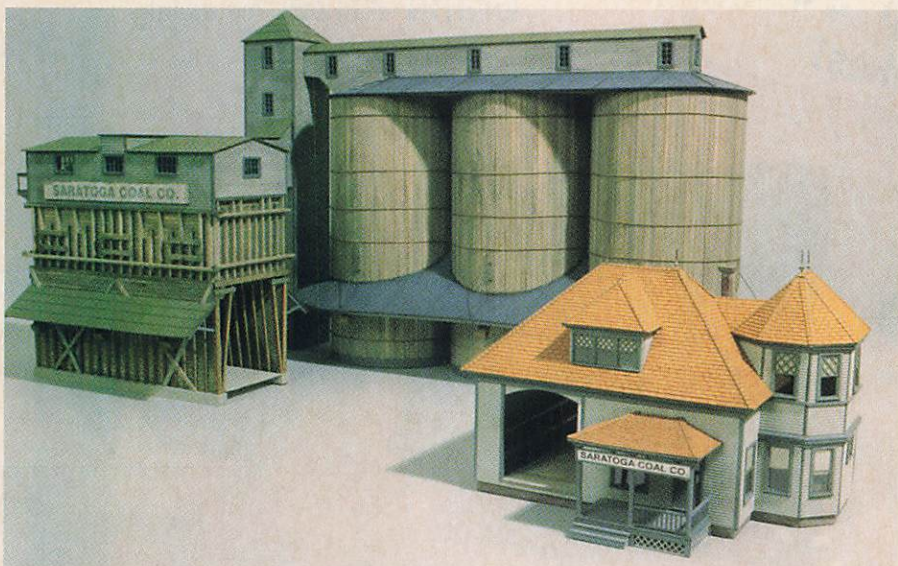
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JL Innovative Design Scale Models
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Description:

Wood craftsman kit no. 341
Brownie's Northside Service



HO coal dealer

Precision Lasercraft offers a pair of detailed kits for the Saratoga Coal Co., based on a prototype in Saratoga Springs, N. Y. The prototype company stayed in business until 1960, but the wood silos burned down and were replaced in 1926.

This complex is made up of two kits: the combination office and scale house and the silo complex. I started with the office and scale house. The instructions include a parts list, color construction photos, a short prototype history, ten pages of drawings, and six pages of assembly instructions. A tool list is also in-

cluded, to which I would add a single-edge razor blade, which I prefer to hobby knives for most jobs. I also used white glue in place of carpenter's glue.

Prepaint as many parts as possible. In step 2, the wall sections and 1/16" trim should be painted first. Prototype colors were light gray with dark gray trim — I used Floquil SP Lettering Gray and Reefer Gray. The truck scale deck was stained with an India ink/alcohol mix, while the surrounding floor was painted Floquil Concrete.

The windows and doors are delicate, but excellent results can be produced.

Continued on page 32

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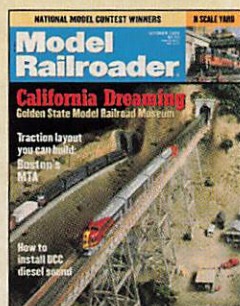


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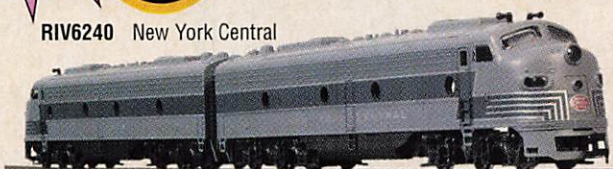


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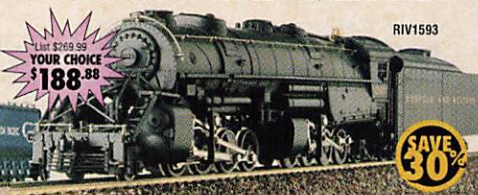
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RIV6932 - A SET RIV6933 - B SET
RIV2603 - Baggage RIV2605 - RPO
RIV2601 - Coach RIV2615 - Roomette
RIV2606 - Diner RIV2602 - Dup. Sleeper
RIV2670A - Vista RIV2602 - Tail Car

Canadian National

RIV6934 - A SET RIV6935 - B SET
CARS BOXED INDIVIDUALLY:
RIV6955 - Baggage RIV2814 - RPO
RIV6943 - Coach RIV2815 - Roomette
RIV2991 - Diner RIV6544 - Dup. Sleeper
RIV6545 - Vista RIV2816 - Tail Car

Denver & Rio Grande

RIV6936 - A SET RIV6937 - B SET
CARS BOXED INDIVIDUALLY:
RIV2826 - Baggage RIV2822 - RPO
RIV2823 - Coach RIV2820 - Roomette
RIV2833 - Diner RIV2825 - Dup. Sleeper
RIV2873 - Vista RIV2821 - Tail Car

Santa Fe Super Chief

RIV6938 - A SET RIV6939 - B SET
CARS BOXED INDIVIDUALLY:
RIV2840 - Baggage RIV2836 - RPO
RIV2837 - Coach RIV2834 - Roomette
RIV2838 - Diner RIV2839 - Dup. Sleeper
RIV2812 - Vista RIV2835 - Tail Car

Union Pacific

RIV6940 - A SET RIV6941 - B SET
CARS BOXED INDIVIDUALLY:
RIV2841 - Baggage RIV2843 - RPO
RIV2854 - Coach RIV2842 - Roomette
RIV2889 - Diner RIV2855 - Dup. Sleeper
RIV2814 - Vista RIV2843 - Tail Car

Norfolk & Western

RIV6942 - A SET RIV6943 - B SET
CARS BOXED INDIVIDUALLY:
RIV2853 - Baggage RIV2859 - RPO
RIV2851 - Coach RIV2860 - Roomette
RIV2864 - Diner RIV2862 - Dup. Sleeper
RIV2871 - Vista RIV2863 - Tail Car

Great Northern

RIV6944 - A SET RIV6945 - B SET
CARS BOXED INDIVIDUALLY:
RIV2655 - Baggage RIV2666 - RPO
RIV2658 - Coach RIV2667 - Roomette
RIV2671 - Diner RIV2679 - Dup. Sleeper
RIV2692 - Vista RIV2670A - Tail Car

New York Central

RIV6946 - A SET RIV6947 - B SET
CARS BOXED INDIVIDUALLY:
RIV2707 - Baggage RIV2708 - RPO
RIV2710 - Coach RIV2709 - Roomette
RIV2687 - Diner RIV2711 - Dup. Sleeper
RIV2813 - Vista RIV2712 - Tail Car

Burlington Northern

RIV6948 - A SET RIV6949 - B SET
CARS BOXED INDIVIDUALLY:
RIV2955 - Baggage RIV2851 - RPO
RIV2859 - Coach RIV2850 - Roomette
RIV2852 - Diner RIV2848 - Dup. Sleeper
RIV2756 - Vista RIV2847 - Tail Car

Southern Pacific

RIV6950 - A SET RIV6951 - B SET
CARS BOXED INDIVIDUALLY:
RIV2956 - Baggage RIV2857 - RPO
RIV2859 - Coach RIV2850 - Roomette
RIV2858 - Diner RIV2854 - Dup. Sleeper
RIV2394 - Vista RIV2855 - Tail Car

Illinois Central

RIV6952 - A SET RIV6953 - B SET
CARS BOXED INDIVIDUALLY:
RIV2884 - Baggage RIV2860 - RPO
RIV2879 - Coach RIV2860 - Roomette
RIV2872 - Diner RIV2862 - Dup. Sleeper
RIV2815 - Vista RIV2868 - Tail Car

Lackawanna

RIV6954 - A SET RIV6955 - B SET
CARS BOXED INDIVIDUALLY:
RIV2980 - Baggage RIV2987 - RPO
RIV2978 - Coach RIV2975 - Roomette
RIV2974 - Diner RIV2979 - Dup. Sleeper
RIV2975 - Vista RIV2976 - Tail Car

Amtrak

RIV6956 - A SET RIV6957 - B SET
CARS BOXED INDIVIDUALLY:
RIV2986 - Baggage RIV2983 - RPO
RIV2984 - Coach RIV2981 - Roomette
RIV2987 - Diner RIV2985 - Dup. Sleeper
RIV2975 - Vista RIV2982 - Tail Car

Pennsylvania Railroad

RIV6958 - A SET RIV6959 - B SET
CARS BOXED INDIVIDUALLY:
RIV2824 - Baggage RIV2741 - RPO
RIV2716 - Coach RIV2746 - Roomette
RIV2795 - Diner RIV2748 - Dup. Sleeper
RIV2816 - Vista RIV2745 - Tail Car

Baltimore & Ohio

RIV6960 - A SET RIV6961 - B SET
CARS BOXED INDIVIDUALLY:
RIV2827 - Baggage RIV2774 - RPO
RIV2716 - Coach RIV2771 - Roomette
RIV2777 - Diner RIV2803 - Dup. Sleeper
RIV2819 - Vista RIV2772 - Tail Car

Union Pacific Excursion

RIV6962 - A SET RIV6963 - B SET
CARS BOXED INDIVIDUALLY:
RIV6718 - Baggage RIV6725 - RPO
RIV6719 - Coach RIV6721 - Roomette
RIV6723 - Diner RIV6729 - Dup. Sleeper
RIV6722 - Vista RIV6727 - Tail Car

Union Pacific

RIV6964 - A SET RIV6965 - B SET
CARS BOXED INDIVIDUALLY:
RIV2760 - Baggage RIV2760 - RPO
RIV2762 - Coach RIV2758 - Roomette
RIV2763 - Diner RIV2805 - Dup. Sleeper
RIV2818 - Vista RIV2759 - Tail Car

Milwaukee Road

RIV6966 - A SET RIV6967 - B SET
CARS BOXED INDIVIDUALLY:
RIV6644 - Baggage RIV6635 - RPO
RIV6636 - Coach RIV6645 - Roomette
RIV6646 - Diner RIV6647 - Dup. Sleeper
RIV6638 - Vista RIV6639 - Tail Car

Missouri Pacific

RIV6968 - A SET RIV6969 - B SET
CARS BOXED INDIVIDUALLY:
RIV2755 - Baggage RIV2750 - RPO
RIV2751 - Coach RIV2748 - Roomette
RIV2752 - Diner RIV6594 - Dup. Sleeper
RIV2888 - Vista RIV2749 - Tail Car

Northern Pacific

RIV6970 - A SET RIV6971 - B SET
CARS BOXED INDIVIDUALLY:
RIV2825 - Baggage RIV2773 - RPO
RIV2775 - Coach RIV2774 - Roomette
RIV2764 - Diner RIV2804 - Dup. Sleeper
RIV2817 - Vista RIV2766 - Tail Car

Kansas City Southern

RIV6972 - A SET RIV6973 - B SET
CARS BOXED INDIVIDUALLY:
RIV2327 - Baggage RIV2328 - RPO
RIV2329 - Coach RIV2330 - Roomette
RIV2331 - Diner RIV2332 - Dup. Sleeper
RIV2333 - Vista RIV2334 - Tail Car

Southern Pacific

RIV6974 - A SET RIV6975 - B SET
CARS BOXED INDIVIDUALLY:
RIV2357 - Baggage RIV2358 - RPO
RIV2359 - Coach RIV2358 - Roomette
RIV2361 - Diner RIV2362 - Dup. Sleeper
RIV2364 - Vista RIV2363 - Tail Car

Gulf, Mobile & Ohio

RIV6976 - A SET RIV6977 - B SET
CARS BOXED INDIVIDUALLY:
RIV2385 - Baggage RIV2386 - RPO
RIV2387 - Coach RIV2386 - Roomette
RIV2389 - Diner RIV2370 - Dup. Sleeper
RIV2372 - Vista RIV2371 - Tail Car

Great Northern

RIV6978 - A SET RIV6979 - B SET
CARS BOXED INDIVIDUALLY:
RIV6534 - Baggage RIV6535 - RPO
RIV6536 - Coach RIV6537 - Roomette
RIV6538 - Diner RIV6539 - Dup. Sleeper
RIV6540 - Vista RIV6541 - Tail Car

Rock Island

RIV6980 - A SET RIV6981 - B SET
CARS BOXED INDIVIDUALLY:
RIV6576 - Baggage RIV6577 - RPO
RIV6578 - Coach RIV6578 - Roomette
RIV6580 - Diner RIV6581 - Dup. Sleeper
RIV6582 - Vista RIV6583 - Tail Car

Richmond, Fredricksburg & Potomac

RIV6982 - A SET RIV6983 - B SET
CARS BOXED INDIVIDUALLY:
RIV6584 - Baggage RIV6535A - RPO
RIV6585 - Coach RIV6537 - Roomette
RIV6588 - Diner RIV6589 - Dup. Sleeper
RIV6590 - Vista RIV6591 - Tail Car

VIA

RIV6984 - A SET RIV6985 - B SET
CARS BOXED INDIVIDUALLY:
RIV6032 - Baggage RIV6023 - RPO
RIV6034 - Coach RIV6033 - Roomette
RIV6036 - Diner RIV6037 - Dup. Sleeper
RIV6038 - Vista RIV6039 - Tail Car

1920's HEAVYWEIGHTS

A Set: Contains baggage express, combine, Pullman & diner.
B Set: Contains RPO baggage, coach, duplex sleeper & observation car

SEE COLOR PHOTOS OF OUR PASSENGER CARS ON OUR WEB SITE AT www.modelexpoinc.com

Crescent Limited

RIV6902 - A SET RIV6903 - B SET
CARS BOXED INDIVIDUALLY:
RIV6564 - Baggage Exp. RIV2894 - RPO Bagg.
RIV2889 - Combine RIV2876 - Coach
RIV2880 - Diner RIV2896 - Dup. Sleeper
RIV2881 - Pullman RIV2887 - Observ. Car

Wabash

RIV6884 - A SET RIV6885 - B SET
CARS BOXED INDIVIDUALLY:
RIV6001 - Baggage Exp. RIV2612 - RPO Bagg.
RIV2609 - Combine RIV2611 - Coach
RIV2610 - Diner RIV2613 - Dup. Sleeper
RIV2607 - Pullman RIV2608 - Observ. Car

Canadian Pacific

RIV6886 - A SET RIV6887 - B SET
CARS BOXED INDIVIDUALLY:
RIV6547 - Baggage Exp. RIV6525 - RPO Bagg.
RIV2629 - Combine RIV2810 - Coach
RIV2631 - Diner RIV6542 - Dup. Sleeper
RIV2630 - Pullman RIV2632 - Observ. Car

New Haven

RIV6888 - A SET RIV6889 - B SET
CARS BOXED INDIVIDUALLY:
RIV6548 - Baggage Exp. RIV2809 - RPO Bagg.
RIV2785 - Combine RIV2791 - Coach
RIV2787 - Diner RIV2822 - Dup. Sleeper
RIV2786 - Pullman RIV2788 - Observ. Car

Union Pacific

RIV6890 - A SET RIV6891 - B SET
CARS BOXED INDIVIDUALLY:
RIV6552 - Baggage Exp. RIV2737 - RPO Bagg.
RIV2734 - Combine RIV2735 - Coach
RIV2736 - Diner RIV2738 - Dup. Sleeper
RIV2737 - Pullman RIV2739 - Observ. Car

Chicago & Alton

RIV6912 - A SET RIV6913 - B SET
CARS BOXED INDIVIDUALLY:
RIV6551 - Baggage Exp. RIV2685 - RPO Bagg.
RIV2682 - Combine RIV2686 - Coach
RIV2680 - Diner RIV2794 - Dup. Sleeper
RIV2679 - Pullman RIV2681 - Observ. Car

Lehigh Valley

RIV6892 - A SET RIV6893 - B SET
CARS BOXED INDIVIDUALLY:
RIV6006 - Baggage Exp. RIV2320 - RPO Bagg.
RIV2321 - Combine RIV2322 - Coach
RIV2323 - Diner RIV2325 - Dup. Sleeper
RIV2324 - Pullman RIV2326 - Observ. Car

Delaware & Hudson

RIV6894 - A SET RIV6895 - B SET
CARS BOXED INDIVIDUALLY:
RIV6554 - Baggage Exp. RIV6501 - RPO Bagg.
RIV6502 - Combine RIV6503 - Coach
RIV6504 - Diner RIV6505 - Dup. Sleeper
RIV6505 - Pullman RIV6507 - Observ. Car

Missouri Pacific

RIV6896 - A SET RIV6897 - B SET
CARS BOXED INDIVIDUALLY:
RIV6024 - Baggage Exp. RIV6025 - RPO Bagg.
RIV6026 - Combine RIV6027 - Coach
RIV6028 - Diner RIV6030 - Dup. Sleeper
RIV6029 - Pullman RIV6031 - Observ. Car

Lehigh Valley

RIV6898 - A SET RIV6899 - B SET
CARS BOXED INDIVIDUALLY:
RIV6007 - Baggage Exp. RIV2380 - RPO Bagg.
RIV2381 - Combine RIV2382 - Coach
RIV2383 - Diner RIV2385 - Dup. Sleeper
RIV2384 - Pullman RIV2386 - Observ. Car

Union Pacific

RIV6922 - A SET RIV6923 - B SET
CARS BOXED INDIVIDUALLY:
RIV6562 - Baggage Exp. RIV2789 - RPO Bagg.
RIV2670 - Combine RIV2688 - Coach
RIV2656 - Diner RIV2844 - Dup. Sleeper
RIV2691 - Pullman RIV2657 - Observ. Car

Milwaukee Road

RIV6904 - A SET RIV6905 - B SET
CARS BOXED INDIVIDUALLY:
RIV6550 - Baggage Exp. RIV2847A - RPO Bagg.
RIV2838 - Combine RIV2958 - Coach
RIV2845 - Diner RIV2954 - Dup. Sleeper
RIV2843 - Pullman RIV2840 - Observ. Car

Baltimore & Ohio

RIV6906 - A SET RIV6907 - B SET
CARS BOXED INDIVIDUALLY:
RIV6565 - Baggage Exp. RIV2696 - RPO Bagg.
RIV2692 - Combine RIV2792 - Coach
RIV2694 - Diner RIV2793 - Dup. Sleeper
RIV2693 - Pullman RIV2695 - Observ. Car

Baltimore & Ohio

RIV6908 - A SET RIV6909 - B SET
CARS BOXED INDIVIDUALLY:
RIV6560 - Baggage Exp. RIV2808 - RPO Bagg.
RIV2767 - Combine RIV2790 - Coach
RIV2769 - Diner RIV2823 - Dup. Sleeper
RIV2768 - Pullman RIV2770 - Observ. Car

Central RR of New Jersey

RIV6910 - A SET RIV6911 - B SET
CARS BOXED INDIVIDUALLY:
RIV6002 - Baggage Exp. RIV2730 - RPO Bagg.
RIV2644 - Combine RIV2648 - Coach
RIV2645 - Diner RIV2727 - Dup. Sleeper
RIV2646 - Pullman RIV2647 - Observ. Car

Santa Fe

RIV6914 - A SET RIV6915 - B SET
CARS BOXED INDIVIDUALLY:
RIV6566 - Baggage Exp. RIV2807 - RPO Bagg.
RIV2716 - Combine RIV2743 - Coach
RIV2732 - Diner RIV2821 - Dup. Sleeper
RIV2717 - Pullman RIV2718 - Observ. Car

Pennsylvania Railroad

RIV6916 - A SET RIV6917 - B SET
CARS BOXED INDIVIDUALLY:
RIV6567 - Baggage Exp. RIV2806 - RPO Bagg.
RIV2723 - Combine RIV2738 - Coach
RIV2726 - Diner RIV2832 - Dup. Sleeper
RIV2724 - Pullman RIV2725 - Observ. Car

Canadian National

RIV6918 - A SET RIV6919 - B SET
CARS BOXED INDIVIDUALLY:
RIV6546 - Baggage Exp. RIV6593 - RPO Bagg.
RIV2649 - Combine RIV2811 - Coach
RIV2651 - Diner RIV6592 - Dup. Sleeper
RIV2650 - Pullman RIV2652 - Observ. Car

Denver & Rio Grande

RIV6920 - A SET RIV6921 - B SET
CARS BOXED INDIVIDUALLY:
RIV6568 - Baggage Exp. RIV6569 - RPO Bagg.
RIV6570 - Combine RIV6571 - Coach
RIV6572 - Diner RIV6574 - Dup. Sleeper
RIV6573 - Pullman RIV6575 - Observ. Car

OUR GUARANTEE

If less than delighted, return your purchase within 30 days. Rivarossi products are guaranteed to be free of physical or operational defects for one full year from date of purchase.

New York Central

RIV6924 - A SET RIV6925 - B SET
CARS BOXED INDIVIDUALLY:
RIV6561 - Baggage Exp. RIV2395 - RPO Bagg.
RIV2672 - Combine RIV2737 - Coach
RIV2673 - Diner RIV2733A - Dup. Sleeper
RIV2674 - Pullman RIV2675 - Observ. Car

Chesapeake & Ohio

RIV6926 - A SET RIV6927 - B SET
CARS BOXED INDIVIDUALLY:
RIV6549 - Baggage Exp. RIV2637 - RPO Bagg.
RIV2828 - Combine RIV2957 - Coach
RIV2835 - Diner RIV2883 - Dup. Sleeper
RIV2833 - Pullman RIV2830 - Observ. Car

Southern Pacific

RIV6928 - A SET RIV6929 - B SET
CARS BOXED INDIVIDUALLY:
RIV6563 - Baggage Exp. RIV2783 - RPO Bagg.
RIV2829 - Combine RIV2866 - Coach
RIV2867 - Diner RIV2883 - Dup. Sleeper
RIV2882 - Pullman RIV2832 - Observ. Car

Lackawanna

RIV6930 - A SET RIV6931 - B SET
CARS BOXED INDIVIDUALLY:
RIV6003 - Baggage Exp. RIV2784 - RPO Bagg.
RIV2831 - Combine RIV2834 - Coach
RIV2836 - Diner RIV2841 - Dup. Sleeper
RIV2839 - Pullman RIV2842 - Observ. Car

The Secrets of Model Railroad Sound Systems

A FULL COLOR, STEREO HI-FI VIDEO

New Video!

Over ten years of experience and research with model RR sound systems have produced simple solutions to give you the most **REALISM AND DRAMA** for the least money and effort!

- ♦ The owner and designer is an M. I. T. graduate who studied under Dr. Bose (owner of the famous Bose speaker company) and has applied the science of psychoacoustics to develop a low-cost (under \$300) model RR sound system!
- ♦ We've been doing custom sound installations for years and have come up with low-cost elegant off-the-shelf, plug-and-play solutions which will stun and impress modelers and visitors alike! Find out why and how an inexpensive subwoofer can make the difference!
- ♦ See and hear the actual hardware and tapes; hear the actual sounds with and without the trains on the layout.
- ♦ Serves as a good demo tape for a sampling of the MVP sound library that is available.
- ♦ Find out the awesome power of the "TRIP" tape for semi-automatic operation with REAL sound.
- ♦ See and hear how a system with the correct stationary speakers and NO on-board speaker is 95% as effective as having both! All model Scales!

See and hear these sounds on a working HO layout. Treble sounds picked up through the rails; bass from subwoofers under the layout. Vast library from the 1950s to today's diesels of **REAL** train sounds! You will be amazed! Locomotives and cars have high-tech speakers inside. Recorded with live stereo so you can get the true visual and audio feel. This is real, no simulated sound and the correct sound is with the right power! Real sounds from Alcos, GES, EMDs and STEAM engines (Northerns, Mountains, Pacifics, Articulated). And the correct horns and whistles with the appropriate railroad and engine!

MVP # 93 60 minutes (VHS)....\$ 10.00

MVP # B-2 ...Booklet\$ 5.00

(B-2 is the companion hard copy for video 93 with lots of diagrams, options, model numbers and a wealth of detailed sound system knowledge!)

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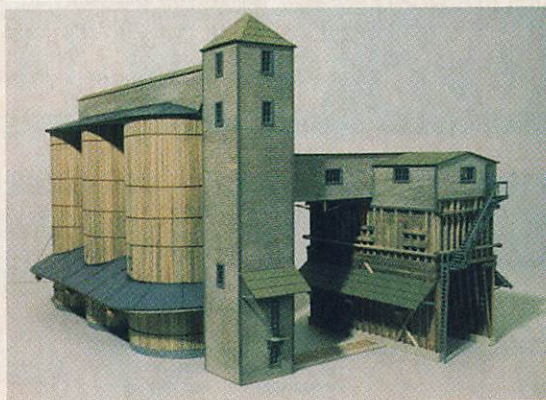
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M V Productions

Product Reviews

Continued from page 25



The window sashes have adhesive already applied, making glazing very easy. I used white glue to assemble the sash to the frame, applying small amounts with the tip of a hobby knife, rather than the cyanoacrylate adhesive (CA) listed in the instructions.

The wall sections fit together perfectly. Most of the second story wall sections for the tower have tabs that will only fit one way, but a couple have the same size tabs top and bottom – make sure you position them so the clapboards match the other sections.

I added masking tape window shades, which help hide the unfinished interior and also highlight the excellent lattice detail in the upper windows.

The tower roof is fairly straightforward and the main roof is more exacting, but everything fit perfectly. The rear wall of the main roof developed a slight sag during shingling, so I'd suggest adding a horizontal brace or two on the underside.

For shingling the roof I didn't use the paper guide strips. Instead I drew lines on the subroof as a guide. I found it easier to cut the correct angle on each piece before installation rather than to trim them afterward.

Item eight (the cap strip) contains the only error I found in the instructions – it states to cut the material in $\frac{1}{2}$ " strips. This is about 2 scale feet wide – obviously too big. I'm guessing that what was meant was $\frac{1}{4}$ " – I scribed the material at a scale 6" and cut it at 12".

The roof is unpainted. Painting the roof would cause a problem, as the cap material has printed lines. An alternative would be to scribe the lines or use individual shingles to cover the ridges.

For the porch there wasn't enough 2 x 4 material to cover the tops of the railings. I didn't find any 2 x 8 material in the kit to make the porch stair risers, so I used some of the leftover material from the porch lattice work. I shingled

the porch roof before installing it.

The brick material for the foundation was another nice surprise – it had pre-applied adhesive similar to the shingles. However, it was about 16 scale feet too short to cover all of the foundation. Since the foundation under the entrances to the truck scale will be covered by a dirt or concrete ramp when the building is installed, it does not need the brick covering,

so there's enough material to cover the visible parts.

The silo kit includes precut wood parts, bundles of scale lumber, Grandt Line doors and windows, three cardboard tubes, precut cardboard for tile roofs, and roofing and stone foundation material. There are six pages of well-written instructions, a parts list and part identification drawings, and seven pages of assembly drawings.

I stained the unpainted wood by dipping it into an India ink-alcohol mix, then spreading it out to let it dry.

Some of the tippie's V legs were a tight fit into the floor slots. I used the flat end of a pair of tweezers above the tab to press them into place. Note that there are four end legs with different tabs in the same parts bag. When cutting the $\frac{1}{8}$ " x $\frac{1}{8}$ " bracing, cut the longest pieces first and work down – there's just enough material supplied.

Bins like this normally had the horizontal boards that tie things together bolted at the corners – I used some Grandt Line nut-bolt-washer castings.

When installing the horizontal conveyor I chose to add the windows, doors, coal chutes, and roofs over the loading area first, just for ease of handling.

I spray-painted the clapboard siding light gray before installing it and also added the windows and doors then weathered everything with the ink and alcohol mix.

The stairs on the tippie left a question, as they don't go anyplace. I would guess that they should come down to the ground parallel to the tracks, but I chose to install a ladder instead.

The tower was a straightforward assembly, except that I installed the doors and the windows before putting the sides together.

Three cardboard tubes are provided for the silos, with peel-and-stick adhesive – a great timesaver. After applying the stone foundation, the vertical boards

REAL Locomotive Sounds for Model Railroads!

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- ♦ **See our Secrets of Sound Systems ad in this issue!**

Stereo Train Runbys (audio cassettes)

Engines with horn (or whistle) & occasional bell recorded from the live trackside. Nice Doppler or echo; speed of runbys vary. Stereo with Dolby; play on home stereos, model RR systems or simple players!

- # 1101 Nathan P3 (SP); EMD some GE - 7s, 8s (1994 – 1998)
- # 1102 SP GE-9s & ACs Nathan P3; nice chugging (1994 – 1998)
- # 1103 Nathan K5LA (Amtrak); F40PHs, & Genesis (1994 – 1999)
- # 1104 Santa Fe Leslie & Nathan 3 chime; EMD & GE (1994 – 99)
- # 1105 Norfolk Southern K5LA, P5, S5; EMD & GE (1994 – 1999)
- # 1106 BNSF GE Dash 9 with Pumpkin K3LA horn on side one; BNSF EMD SD70MACs & SD60s on side 2 (1996 – 1999)
- # 1107 CONRAIL Leslie 3-chime; mix of EMD & GE (1996 – 1998)
- # 1108 Union Pacific 3 chime; mix of EMD & GE (1995– 1998)
- # 1109 C & NW K5H and related GE & some EMD on side one; C & NW 3-chime; EMD, some GE on side 2 (1996 – 98)
- # 1110 CSX K5LA horns; GE, some EMD. Good chugging side 1; CSX P5 & Leslie S5 mix of GE, EMD on side 2 (1996 – 99)
- # 1111 Canadian National K3L horns; EMD and GE on side one; Grand Trunk Western 3-chime; EMD on side 2 (1996 – 99)
- # 1201 GS-4 Northern Steam; deep throat whistle (1980s SP4449, some runbys involve double-heading with diesels)
- # 1202 Articulated Cab Forward SP, unique pumps, nice running, some double-heading with F-units, on side 1 (1950s). On side 2 – other articulated steam runbys, UP Challenger (1980s); UP Big Boy and others from 1950s
- # 1203 Assorted light steam (4 or 6 drivers) on side 1 (1950-1997)
- # 1204 Heavy steam (8 or more drivers) on side 2 (1950-1997)
- Modern UP 844 Northern steam on side 1 (1996)
- Milwaukee 261 Northern steam on side 2 (1996-1998)

Channelized Sound Cassettes use with model RR sound systems that have auxiliary input or with our system :

Idle/Bell tapes: Idle sound on left channel; Bell sound on right channel
 Engine/Horn (whistle) tapes: Engine left channel; Horn right channel.
 The separate channels (idle, bell, engine, horn) can all be individually controlled with off-the shelf equipment! Selection too vast to list here!
 Background tapes too! **Get our full catalog, # 93 video & booklet # B-2 and build a neat system! \$15.00 combo price!**

TRAIN "Trip Tapes" - an MVP innovation!

Starts with idling, then departure, mixed bell, horn (whistle), engine notch-up (or increasing chug or chuff) and then running with occasional bell and horn (or whistle). All premixed, run the train to the sound virtually automatically, sit back, watch & listen! There's engine sounds, wheel sounds, and some have occasional runbys blended to keep the flow continuous. Both sides of the tape are filled. If you have auto reverse you can get a restart. Otherwise, just turn the tape over after 30 minutes. They sound good with a home audio system or any model RR sound system that has an auxiliary player input.

- # 2101 EMD 1st Gen (Fs, GPs, SDs); Single horn (A200) (1950s)
- # 2102 EMD 1st Gen (Fs, GPs, SDs); Five-chime (P5) (1950s)
- # 2105 EMD 2nd /3rd Gen (SDs, GPs); SP Three-chime (1990s)
- # 2106 EMD 2nd /3rd Gen (SDs, GPs); Leslie S3L (1990s)
- # 2107 ALCO PA/FA/RS; Single horn (A200) (1950s)
- # 2108 ALCO PA/FA/RS; Nathan five chime horn (1950s)
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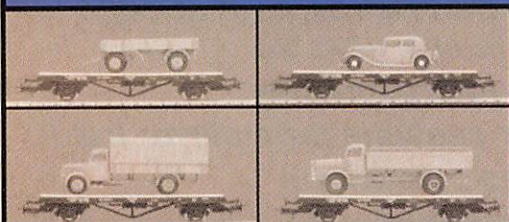
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are simply pressed on. Before removing the adhesive backing, I drew some vertical lines on the silo to keep things straight. Even with the guidelines, I wound up about a board off between the top and bottom of each silo. This is easily hidden between the silos. I used a flush-cutting rail nipper to trim the boards at the top.

I applied the bands according to the directions, although I used a slightly larger (no. 50) drill for the holes.

Applying the lower roof is no problem with the supplied templates – another great feature of this kit. I'm not sure what type of roof it is supposed to represent, but I painted it weathered black, with black at the seam between the roof and the silo to represent tar.

I used spring clips to hold the 1/8" x 1/8" trim under the lower edge of the roof when trimming it and until the glue set. The conveyor enclosure on top of the silos fit perfectly, except the first roof support from the gable end is right in the middle of a window. This was moved to one side of the window. The directions didn't say which way to install the conveyor enclosure – position it so the end that attaches to the tower overhangs the silo roof by about an inch.

No provision is made to get the coal out of the silos. The lower roof indicates that trucks were loaded on each side of the silos, so I made six chutes from 1/4"-square wood and cardboard, similar to the ones on the tippie.

Construction time was about 30 hours for the silos and 20.5 hours for the scale house.

I found these to be excellent kits, producing high-quality models with several innovative assembly techniques. Everything fit as designed, even the angled roofs around the silos. I look forward to more kits from this manufacturer. – *Rich Cobb (Rich is a prolific modeler and the owner of a custom-building service, C&A Trains)*

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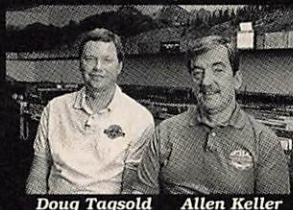


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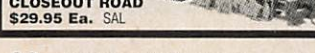


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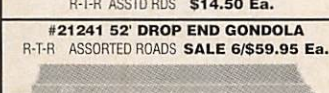
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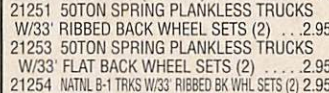


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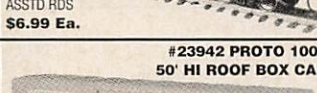


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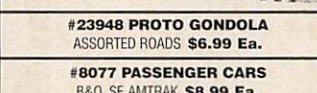
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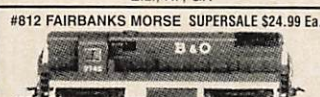
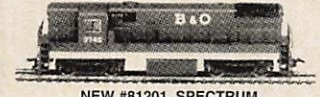
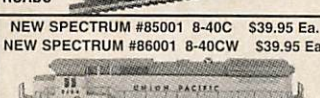
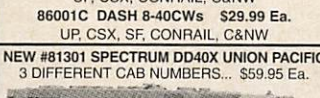
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46103	250TON CRANE & FLOODLIGHT, EL...		18.99
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46111	250TON CRANE & BOOM, UP...		15.99
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46118	250TON CRANE & BOOM, EL...		15.99
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46209	STORAGE BLDG W/STM WSTL SND		15.99
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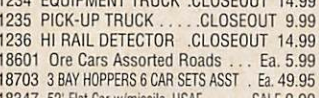
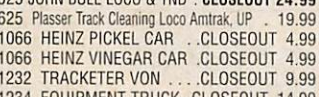
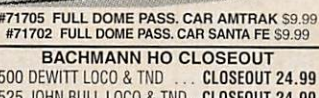
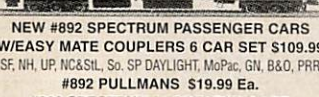
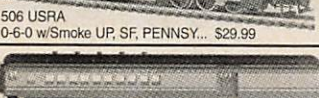
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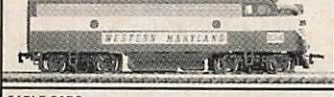
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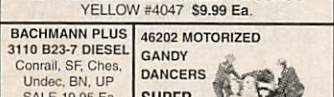
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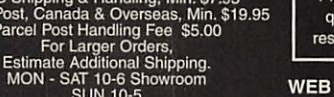
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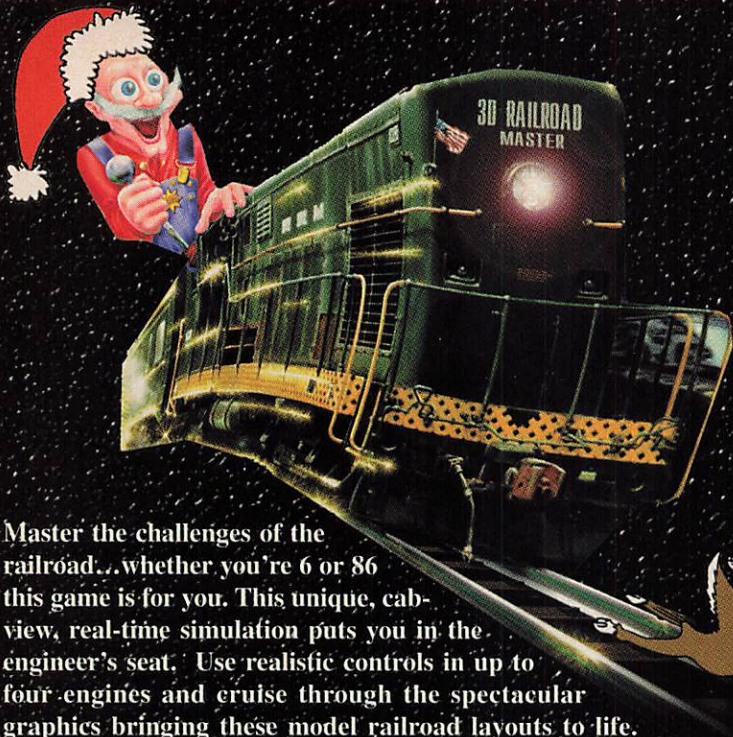
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Workshop

Conducted by Jim Hediger



JIM FORBES

Electronic notepads for model railroaders:

A personal digital assistant (PDA) or personal information manager (PIM) is a small handheld device that functions as an electronic notepad and address book. It allows me to carry up-to-date records of all my models including the description, railroad, manufacturer, and unit number which I can refer to as individual items or in sorted lists. There's also space for short comments and a checkbox to identify models I own and what's still on my wish list during visits to the hobby shop!

These devices cost between \$150 and \$500 for the Palm Computing Platform appliances from 3Com and Handspring, or \$300-\$1000 for devices capable of running Windows CE, a scaled-down Microsoft desktop operating system. Battery life ranges from 12 hours (WinCE) to two months (Palm).

I initially purchased my Palm III Organizer so I could tag action items to my friends' names and addresses with a few taps on the screen. I tried several shareware applications and found the databases were adaptable to many uses, including model railroading. I found HanDBase, by David Hauper, was particularly flexible, so I paid the \$19.95 registration fee and went to work.

For my photo collection, I defined four text fields to store the railroad, description, road number, and location of each photo. Then I added fields for the date of the photo and popup menu selections for the photo type, size, and detailed notes.

Thanks to my model and photo databases, I can easily check what I have on hand to avoid duplication as I fill gaps in my collection. —Rick Johnson, *MODEL RAILROADER* illustrator

Q. Swapping N scale chassis: I have a pair of N scale Spectrum EMD SD40-2s that I have painted and detailed for the Missouri Pacific, and I am wondering if it would be possible to mount these shells on a Kato SD40 or SD45 chassis?

MICHAEL LINDENBUSCH
FORT KNOX, KY.

A. I won't say it's impossible, but it will be difficult to swap chassis to put a Kato SD40 or SD45 mechanism into your Spectrum SD40-2s. To begin with,

the SD40-2 has a longer wheelbase and different truck sideframes than the SD40 and SD45 locomotives. Bachmann and Kato also use different combinations of latches, so it'll take some careful re-engineering to figure out a way to keep the engine together.

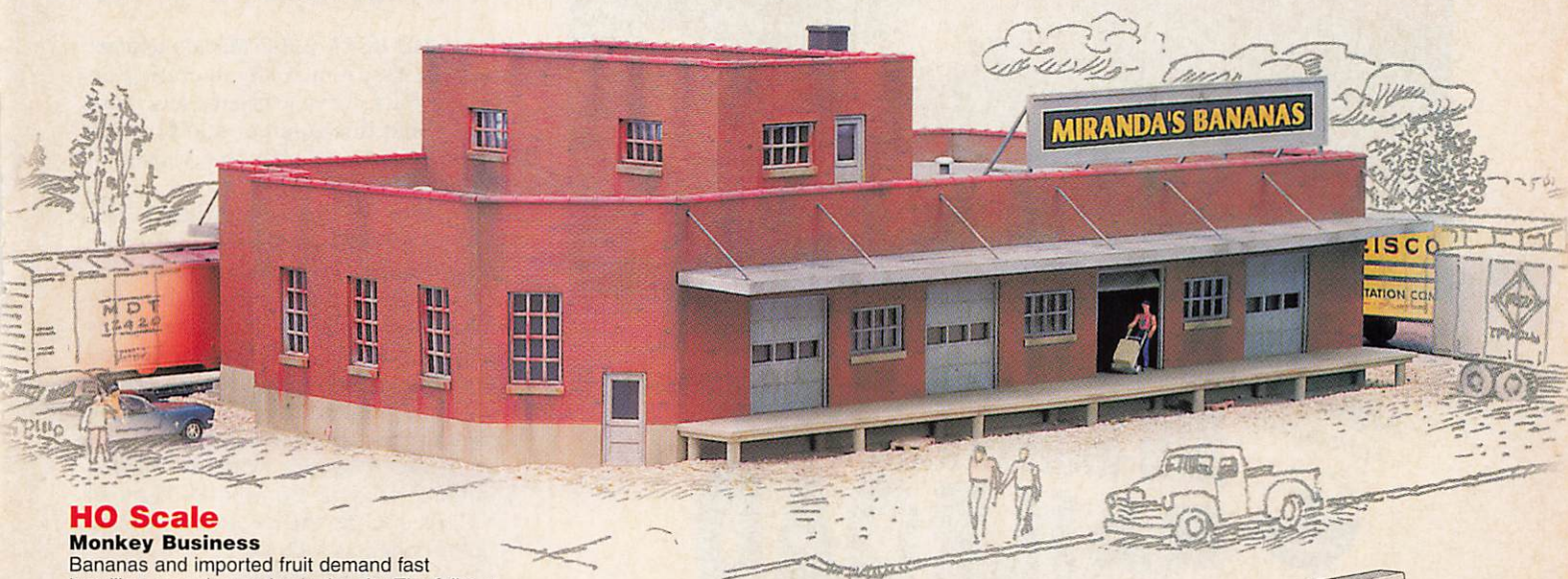
Kato recently announced production of N scale SD40-2s, so you may want to wait and see if this mechanism would work better. —Jim Hediger, *senior editor*

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HO Scale

Monkey Business

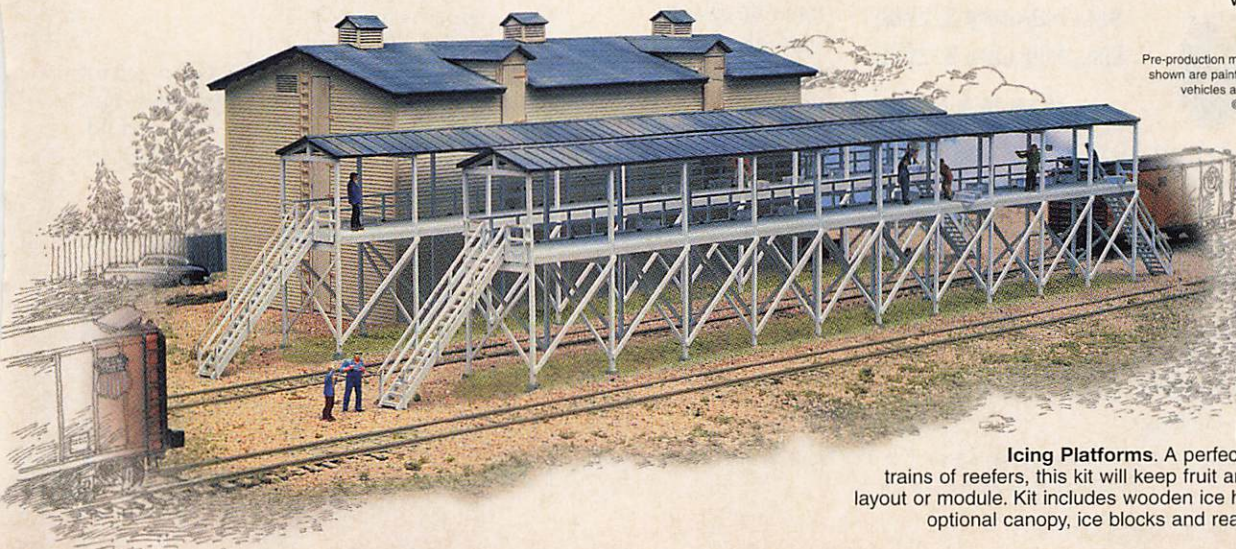
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Workshop

Q. AT&SF GP50 details: I want to detail my Atchison, Topeka & Santa Fe EMD GP50 Phase II locomotives. Has MODEL RAILROADER ever run an article on this particular locomotive?

JEREMY BROWN, HASLETT, MICH.

A. You're in luck as we published an extensive article on detailing GP50s by Carter Osborne in the June 1996 MODEL RAILROADER. Andy Sperandio also wrote a Paint Shop feature on finishing the Hallmark Models brass GP50 in the April 1984 issue, and we published prototype drawings of the GP50 in January 1983.

Back issues or photocopies are available from Kalmbach's Customer Sales Department by calling 800-446-5489, or from MODEL RAILROADER's Web site at www.modelrailroader.com. - J. D. H.

Athearn HO USRA 2-8-2 Mikado update: Now that they're actually operating on many layouts, we've learned a few more things about this popular model, which George Sebastian-Coleman reviewed in our December issue.

- A few of the new Athearn HO USRA 2-8-2 Mikados have had some tender derailment problems caused by the nine-wire cable that goes into the tender. A sharp bend in this cable is the culprit. If the cable is straightened out and flexed a little during assembly, the wires inside the shrink tubing loosen up enough to flex properly.

- While it comes with an NMRA Standard Digital Command Control (DCC) receptacle, the locomotive wiring is color-coded as follows:

- Gray - motor negative
- Orange - motor positive
- Red - right-hand rail pickup
- Black - left-hand rail pickup
- White - forward headlight
- Yellow - reverse light
- Blue - light common
- Green - function 1
- Violet - function 2

The yellow, green, and violet wires are included in the wiring harness, but for most DCC installations, they should be separated from the cable and kept in the tender. - J. D. H.

Kato HO SD40-2 sideframes: Kato U. S. A. is offering replacement truck sideframes for its HO scale SD40-2 locomotives. While the sideframes do not affect operation of the locomotive, the originals have the three holes between the journal boxes positioned too low. These revised sideframes have the holes properly centered.

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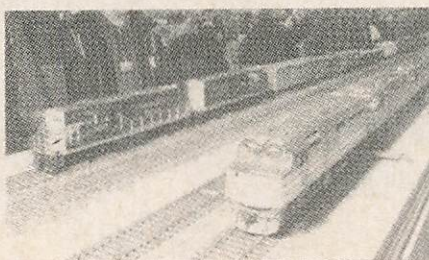
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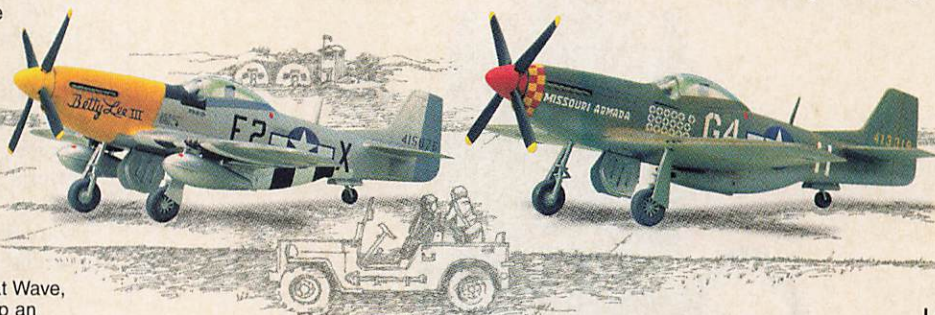
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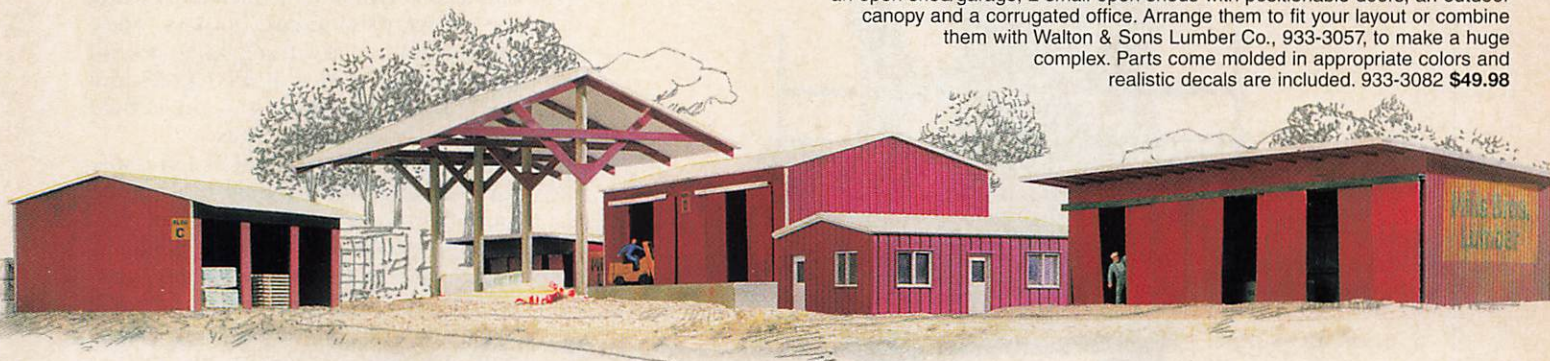
The North American **P-51D Mustang** is the legendary plane that helped the Allied Forces win World War II. Advanced for its time, the dependable P-51D came through the war with flying colors and many saw service in the Korean War. Fast and maneuverable, these revered fighters are still popular with air racing teams. Perfect for use with the Cornerstone Series® C-47/DC-3 and Roco HO Scale Minitanks. Each kit includes two planes and four USAAF decals: Betty Lee III, Louisiana Heat Wave, Missouri Armada and Scat VI, so building up an entire squadron is easy. 933-1170 series **\$19.98**



HO Scale

Lots O' Lumber

A perfect destination for Thrall-Door Box Cars, Center Beam Flat Cars, bulkhead flat cars and box cars, **Mills Bros. Lumber Wholesaler** is a great medium- to large-town business. The kit includes six separate structures; a large shed, an open shed/garage, 2 small open sheds with positionable doors, an outdoor canopy and a corrugated office. Arrange them to fit your layout or combine them with Walton & Sons Lumber Co., 933-3057, to make a huge complex. Parts come molded in appropriate colors and realistic decals are included. 933-3082 **\$49.98**



HO Scale

Under Cover

Unique **56' Thrall-Door Box Cars**, combining the efficient loading of flat cars with the load protection of box cars, are favorites of modelers and shippers alike. Flashy paint schemes and unique, angled rooflines make them popular with railfans; load protection and easy loading make them popular with shippers. These detailed cars feature popular details like separate ladders, door latch bars, door release handles and wire grabirons. This ready-to-run car rides at prototype height and comes with free-rolling trucks and working knuckle couplers. Roadnames include: Weyerhaeuser, US

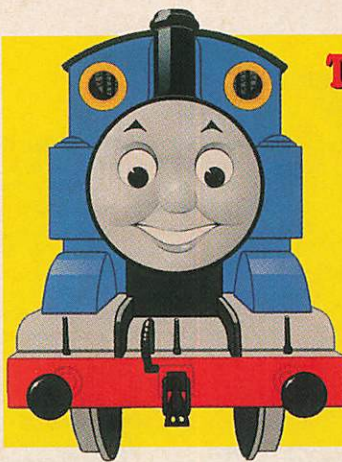
Plywood, Boise Cascade, St. Regis Paper, Idaho Forest Industries, Masonite Corp., Canfor Ltd., Georgia Pacific, Undecorated, singles: 932-7000 series **\$15.98 each**, 2-packs: 932-27000 series (with different numbers), **\$29.98**

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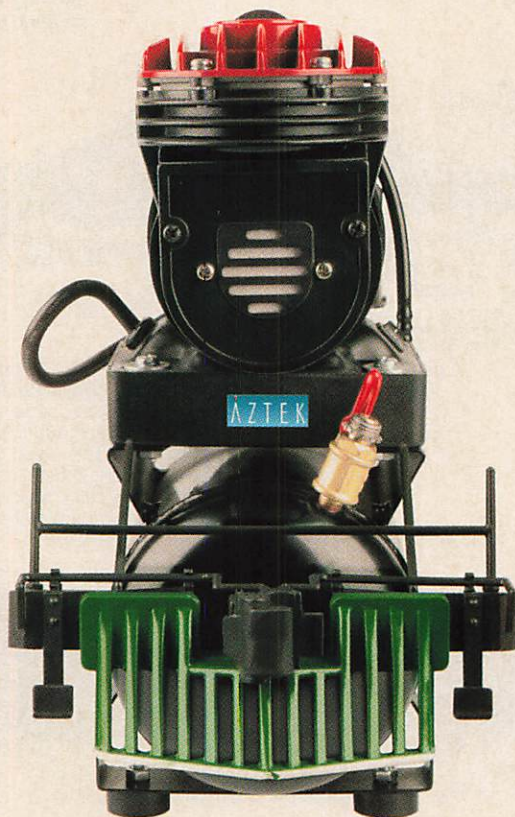
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Workshop

Consumers need to submit the truck sideframe request form that's on the Kato Web site at www.katousa.com. If you don't have Web access, telephone requests can be made at 847-781-9500.

Kato will send the replacements free of charge, but the modeler will have to install the revised sideframes on the model. It isn't a difficult job, but it does require some care to keep from damaging the parts. An illustrated step-by-step replacement procedure is also on the Kato Web site. There's no requirement to return the originals. – J. D. H.

Q. Computer printed faceplates: I'm ready to install turnout controls on my layout's fascia using a sandwich of clear Plexiglas and hardboard with a white paper schematic between them. Do you know of any software I could use to make uniform computer-printed faceplates?

BARRY BROWN, MURRAY, KY.

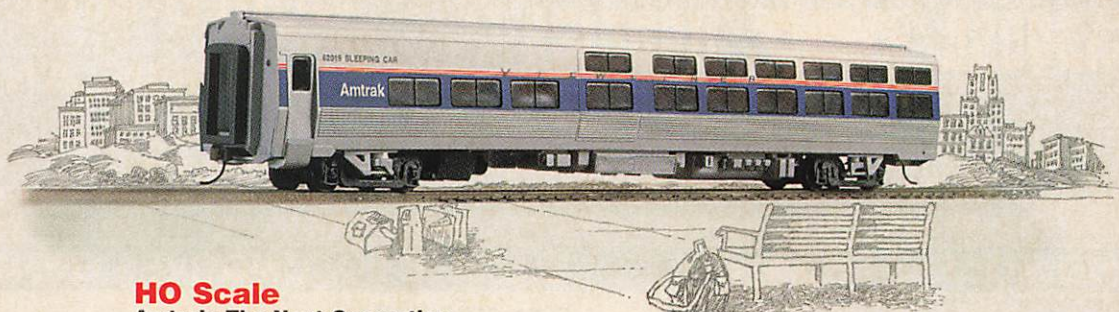
A. While I'm unaware of a specific program for making schematic control panels, I made mine as straight line diagrams using the graphic tools included in our Quark XPress page design software. I'm sure other systems would have similar tools available, and most newer home computers come with a drawing program already installed.

It only took a few minutes of experimentation to get a combination of sizes and line weights that looked good using the software's standard borders, lines, and typefaces. My track lines are all horizontal or angled at 45 degrees and the lettering was done in a single bold typeface using various sizes.

Use pastel-colored buff or tan paper for the printouts as they look much nicer than stark white.

Some modelers take this technique a step further by having the printout converted into a printing negative at a small job printer. Specify that the negative must be right reading from the film side. Spray-painting the back of the negative adds color to the clear areas of the film so they'll show up nicely against the black background. Trim the film to size and use a light coat of spray adhesive to mount it on the fascia with the shiny film side facing out. – J. D. H.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.



NEW HO&N from WALTHERS

HO Scale

Amtrak: The Next Generation

Comfortable, stylish and easy to maintain, Amtrak's Viewliner Sleepers carry Eastern long distance passengers into the new millennium.

Featuring distinctive, angular fluted sides, tinted windows, wire grabirons, wire stirrups and large windows, these new cars are a welcome addition to any Amtrak train. Ready-to-run cars come with metal wheelsets, free-rolling trucks and knuckle couplers. 932-6090 series Amtrak Phase 4 and Undecorated, \$24.98 each



HO Scale

Busy Scene In A Box!

The Deluxe Version of Lakeside Shipping is crammed full of details for both inside and out! Drums, pallets, worktables, and lumber stacks are just a few of the essential molded plastic details in this kit! Add to this the included Freight Terminal Detail Kit with cast resin parts including 2 tow motors, 5 freight wagons, 2 pallet jacks, 2 platform scales and 3 hand trucks, and you've got a bustling facility. Customize Lakeside Shipping by arranging the office and transfer buildings to fit your steam- or diesel-era layout. The Deluxe Version of Lakeside Shipping includes a versatile rail-to-truck transfer building, a sharp brick office building, realistic decals and the Freight Terminal Detail Kit (shown below). 933-3702 \$49.98, Lakeside Shipping basic kit, includes plastic details and decals, 933-3084 \$29.98

N Scale

Lumber Supply

Got a construction project going on? Here's a great business that you can arrange to fit anywhere on a layout or module. Mills Bros. Lumber Wholesaler includes six separate structures:

a large shed with dock, a shed/garage, 2 open sheds with positionable doors, an open canopy and a corrugated office. Kit includes parts molded in appropriate colors and realistic decals. 933-3244 \$39.98



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HO Scale

Details, Details, Details!

Add interest to any freight house or transfer terminal that needs a bit of life. Finely detailed resin parts in the Freight Terminal Detail Kit include 2 tow motors, 5 freight wagons, 2 pallet jacks, 2 platform scales and 3 hand trucks which are easy to paint and place in your steam- or diesel-era freight station or terminal scene.

933-3513 \$19.98

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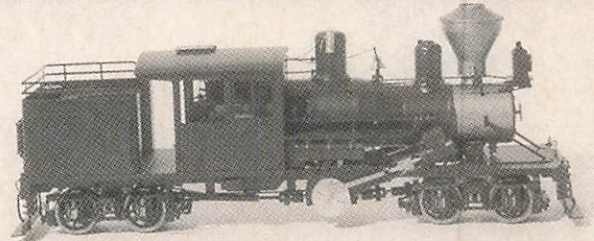
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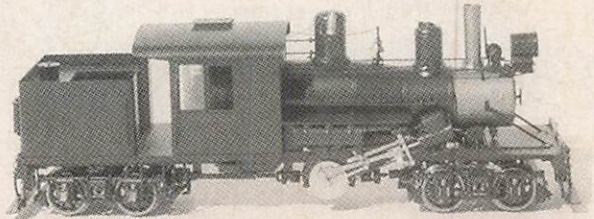
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40 TON CLIMAX, STEEL CAB VERSION

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0140-3478	U30-C DMMY, SP	\$20.75	\$10.87
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0140-3483	U33-B PWRD W/FW, SEA	\$34.50	\$17.25
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0381-37-2906	CP, 5904	Multi-Mark
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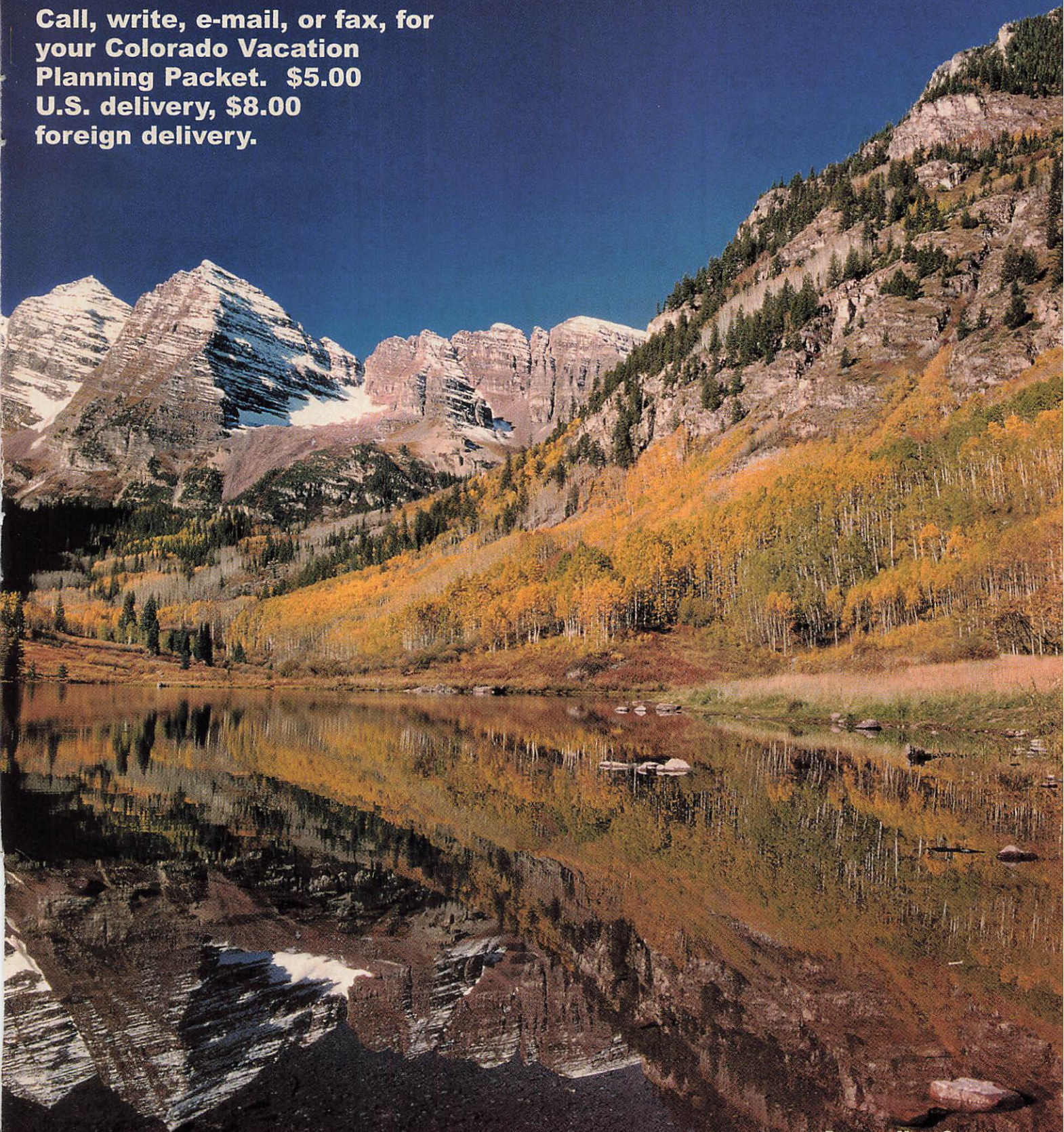


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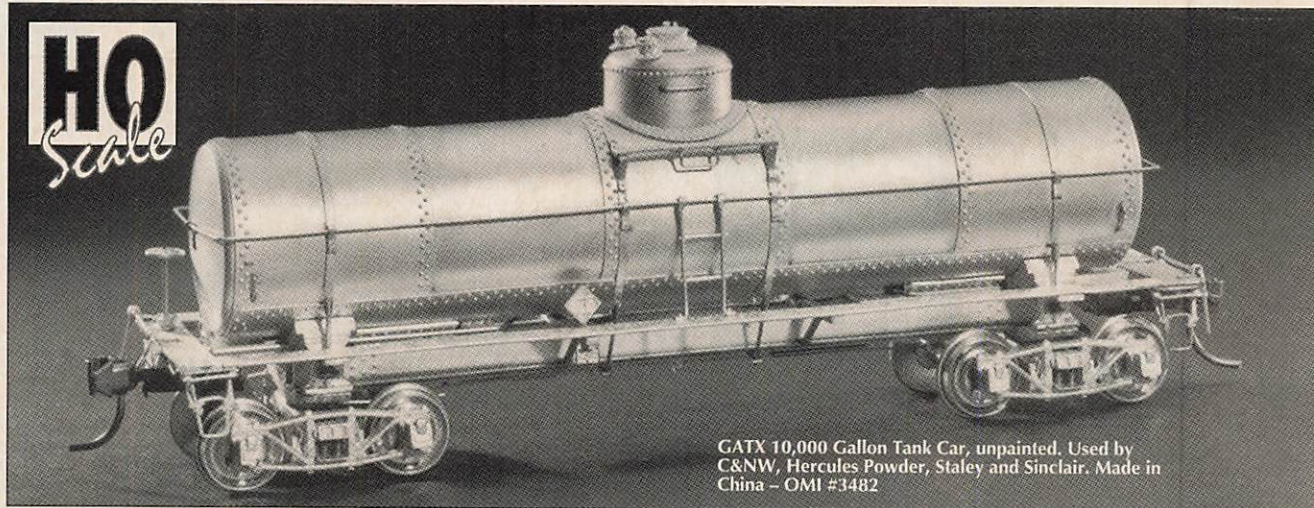
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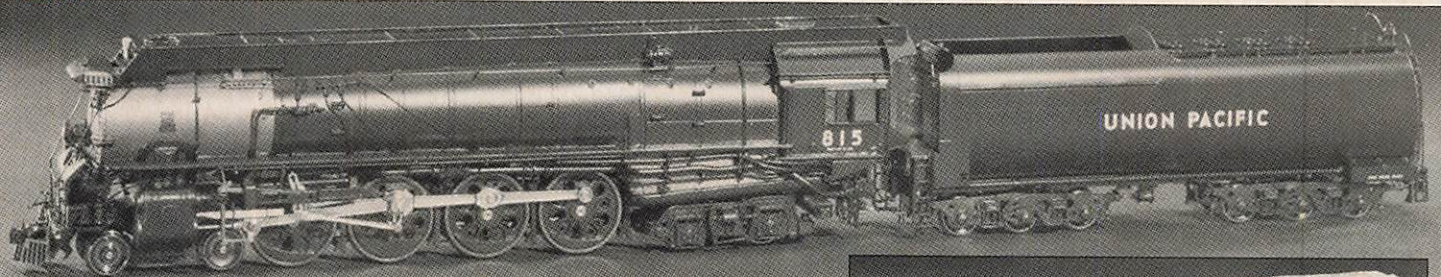
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GATX 10,000 Gallon Tank Car, unpainted. Used by C&NW, Hercules Powder, Staley and Sinclair. Made in China - OMI #3482



▲ SEABOARD Covered Hopper Nos. 35000-35024 with 12 round roof hatches, custom painted aluminum with black lettering. Made in China - OMI #3318.3

▼ UNION PACIFIC "SW10" (ex-SW9) Nos. 1200, 1232, 1244 and 1259, factory painted yellow/gray, completely lettered and equipped with operating lights. Made in Korea - OMI #5412.1

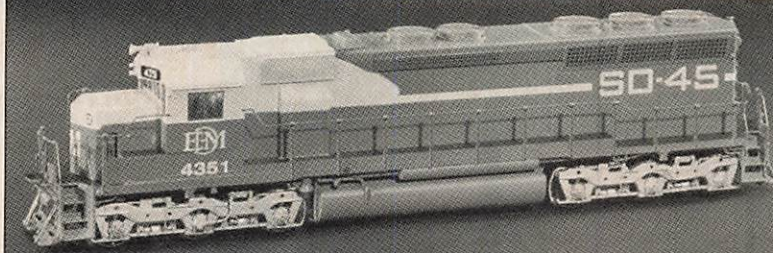
▲ UNION PACIFIC "FEF-1" No. 815 with Skyline casing and coal tender. Factory painted black, lettered and equipped with operating lights. Made in Korea - OMI #4537.1



▲ SOUTHERN "Big John" Covered Hopper Nos. 8575-8999 with centered trough roof hatches, custom painted aluminum with green lettering. Made in China - OMI #3319.1

▲ UNION PACIFIC "CA-6" Caboose Nos. 25300-25399, factory painted yellow, lettered and lighted interior. Made in Korea - OMI #3973.1

▼ EMD "SD45" Demonstrator No. 4351, factory painted blue/white, completely lettered and equipped with operating lights. Made in Korea - OMI #6366.1

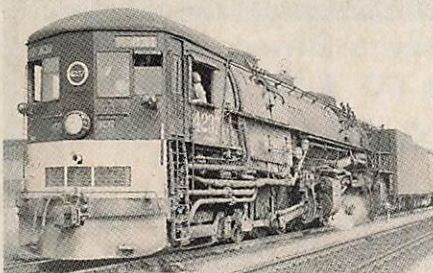


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Prototype Info

Continued from page 48



DONALD SIMS

Steam locomotives with the cab in the front, such as Southern Pacific AC-10 4-8-2 no. 4237, were fired with oil instead of coal.

Q. Cab-Forward fueling: How did the fuel for Cab-Forward locomotives get from the tender to the firebox? I can't imagine some poor fireman having to race across the top of a boiler with a shovel of coal!

PAUL KAEMPFER, AURORA, COLO.

A. Southern Pacific's Cab-Forwards, like many other Western steam locomotives, were oil fired, so getting the oil from the tender to the firebox was a fairly simple matter of using a pump and some piping. — *George Sebastian-Coleman, associate editor*



ELECTRO-MOTIVE DIVISION

Chesapeake & Ohio's SD18 diesels had low noses and rode on Alco six-wheel trucks.

Q. SD18 on Alco trucks: I recently spotted Indiana RR no. 7304, a former Chesapeake & Ohio SD18. Although it has six-wheel trucks, they certainly aren't EMDs. Can you tell me what they are?

CHRIS DEES, JASPER, IND.

A. The C&O's SD18s (nos. 1800-1818) used Alco trimount trucks taken from traded-in Alco RSD-5s. These trucks, with their uneven axle spacing, were quite distinctive and definitely different compared to EMD trucks. The 1,800-hp SD18 itself — a non-turbocharged version of the 2,400-hp SD24 — certainly wasn't common, with only 54 built from 1960 to 1963. — *J. W.*

Send your questions about prototype railroading to Prototype Info, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmmag.com. We regret we can't answer all the questions we receive.

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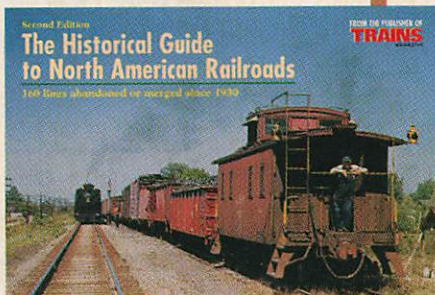


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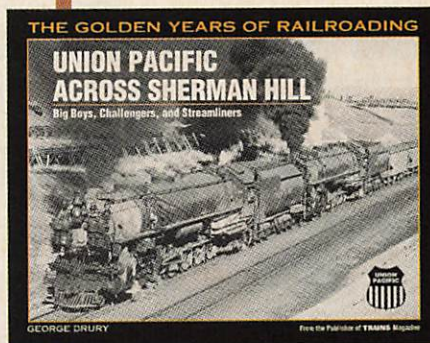


Union Pacific Across Sherman Hill: Big Boys, Challengers, and Streamliners

In its golden years, UP's "horsepower" line used huge steam locomotives to move long freights and passenger consists across the prairie. Here, Sherman Hill, Wyoming provides a fitting backdrop for the hardworking Big Boys and Challengers. UP fans around the world will feel the raw power presented in this dynamic collection of historical photographs.

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170-23964	Chicago, Burlington & Quincy #116 B
170-23965	Chicago, Burlington & Quincy #120 B
170-23966	Lehigh Valley #511 B
170-23967	Lehigh Valley #515 B
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170-8163	H F3A CN&W #4056
170-8165	H F3A CB&Q #116
170-8166	H F3A CB&Q #120
170-8170	H F3A Lehigh Valley #510
170-8171	H F3A Lehigh Valley #514
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166-1006	Texas & Pacific	Dark Boxcar Red
166-1007	Illinois Central	Boxcar Red
166-1008	MKT	Boxcar Red
166-1009	NYC	Dark Boxcar Red
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170-23082	GP30 CSX #4229	170-23103	GP30 N&W #2906
170-23083	GP30 L&N #1036	170-23104	GP30 SAL #506
170-23084	GP30 L&N #1057	170-23105	GP30 SAL #532
170-23085	GP30 NKP #900	170-23106	GP30 SDD Line #704
170-23086	GP30 NKP #909	170-23107	GP30 SDD Line #720
170-23087	GP30 Cotton Belt #5002	170-23109	GP30 CHES & OHIO #3002
170-23088	GP30 Cotton Belt #5009	170-23110	GP30 CHES & OHIO #3015
170-23091	GP30 Undecorated	170-23113	GP30 Conrail #2212
170-23092	GP30 AT&SF #1236	170-23114	GP30 Conrail #2245
170-23093	GP30 AT&SF #1274	170-23122	GP30 SP #5017
170-23096	GP30 Great Northern #3001	170-23123	GP30 WISC. Central #701
170-23097	GP30 Great Northern #3012	170-23124	GP30 WISC. Central #717
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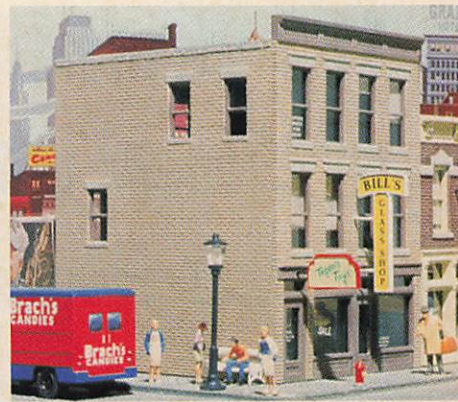
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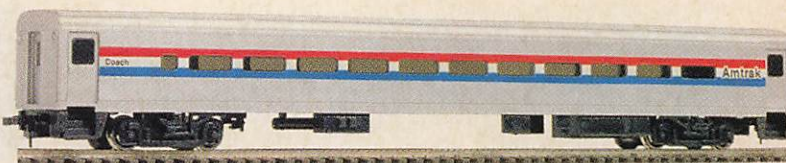
Bill's Glass Shop 933-3002



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Income Property

Three stories of revenue producing space make **Bill's Glass Shop** a must for any Main Street scene. This easy-to-build brick building houses a first-floor store and apartments or offices on two upper floors. Kit comes molded in appropriate base color and includes realistic signs and decals. 933-3002, **\$11.98** measures 3 x 4 x 4-3/8"

Twice as Nice

The **Gemini Building** is so realistic you'll think you've been here before. Twin storefronts in a brick building with apartments on the second story— no village is complete without one of these. Molded in appropriate base color and ready for trim paint. Includes signs and colorful decals. 933-3001, **\$11.98** measures 4-1/4 x 3-5/8 x 3-3/8"

Take the Morning Train

Walthers **Horizon Fleet/Commuter Passenger Cars** are based on a popular 1960s commuter coach design. So successful were they that most are still in service and copies of the cars were delivered to Amtrak for intercity service in the late 1980s. Available in both coach, Amtrak food service and commuter cab car versions, Walthers ready-to-run cars include decals for car markings and numbers, tinted windows, realistic underbody details and correct trucks with metal wheels.

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932-6072	932-6082	NJ Transit
932-6073	932-6083	MBTA (Boston)
932-6074	932-6084	Metro-North (NY MTA)
932-6075	932-6085	Connecticut DOT
932-6076	932-6086	NJ DOT (early scheme)

Horizon Fleet Cars, \$19.98 each

Coach	Food Service	
932-6051	932-6061	Amtrak
932-6050	932-6060	Undecorated



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► INDUSTRY NEWS

100 years of Lionel Trains



WILLIAM ZUBACK

Joshua Lionel Cowen, whose middle name became one of the world's most recognized brand names, opened his electrical novelties shop in New York City in 1900. Among his products was the first Lionel electric train, which looked more like a motorized cigar box and was built to show off a fellow retailer's products in a display window. The products being offered didn't do so well, but lots of people wanted to buy the train set. By 1906 Cowen was producing standard gauge trains, and in 1915 he added O gauge trains to his lineup. By the '20s he was far and away the leading American manufacturer of electric toy trains.

Tens of thousands of our readers trace their start in the hobby back to their childhoods and a Lionel train set they received for Christmas. Also tremendously influential was the O scale New York Central Hudson steam locomotive Lionel introduced in 1937. (Earlier Lionel engines had only approximated prototypes.)

Despite the ups and downs of the past 100 years, Lionel remains very much in business, producing a mix of scale O gauge models and traditional toy trains. *MODEL RAILROADER*'s sister publication *Classic Toy Trains* is celebrating Lionel's anniversary with a special January 2000 issue. If you're at all interested in our tinplate heritage, you'll enjoy it.

Southeastern Model Railroaders meet

The Southeastern Model Railroaders held its second annual convention in Cary, N. C., Sept. 24-25. The model display included 702 prototype models.

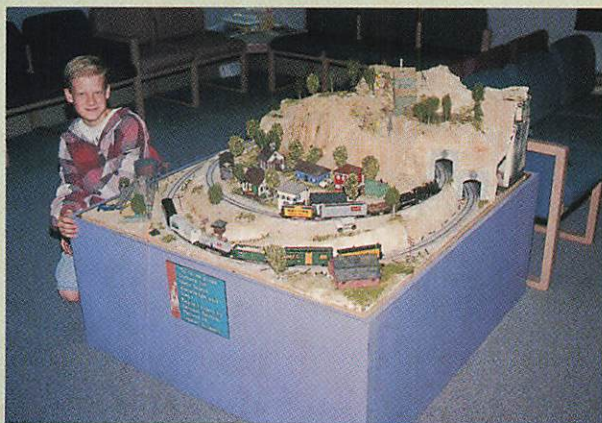
The large modular HO scale railroad of the League of Non-aligned Modelers was set up to operate 100-car trains. Those 86-foot hi-cube auto parts cars never looked so good as they did on that layout's eight-foot radius curves!

We plan to hold the annual conventions around the last weekend of September each year. Check the Web site at smrf.railfan.net/SMRF/ for more information. — Jim Six

► STUDENT FARE

Layout for a doctor's office

To complete his Eagle Scout service project, Samuel Barnes, of American Fork, Utah, recently built a small HO layout for his doctor's office at Primary Children's Hospital in Salt Lake City. Fourteen-year-old Samuel suffers from a disease that brings him to the hospital weekly for treatment, and he thought other kids visiting the doctor would enjoy the layout. He was right. — Ted York



GEORGE SEBASTIAN-COLEMAN

Riverside yard, once filled with PCC cars, is today filled with LRVs.

Modern MTA

Several readers have written to say how much they were enjoying Harvey Simon's series on the MTA but suggesting it might be more interesting to younger modelers if the layout were set in modern times.

Like most of our features, the MTA story is an author's account of what he did, not a prescription by us of what we think you should do. Nevertheless, we agree the MTA, now known just as the T, is still hard at work and as worthy of modeling today as in 1959. The picture shows one of the LRVs (Light Rail Vehicles) that now operate on the Riverside Line. — George Sebastian-Coleman, associate editor



ALBERT CORMIER

N scale Cactus Valley

Albert and Simone Cormier, a Canadian couple who found model railroading and each other in their Golden Years, have built several HO modules but were inspired to this N scale effort by Dave Frary's HO Cactus Valley featured in our December 1998 and January 1999 issues.

Now hold on, you may be saying, where are the cactuses? Albert says they changed the setting to the Canadian Rockies (where cactuses are hard to find), but followed Dave's track plan faithfully. We hear such tales all the time and it seems our project railroads rarely get built exactly as the author spelled it out. That's fine, as the whole idea is to help folks get started building. — *Jim Kelly, managing editor*

Hall of Fame inductees

The Model Railroad Industry Association has four new Hall of Fame inductees: Roy Gelber, founder of Model Rectifier Corp.; Levon Kemalyan, founder of Kemtron; Yuji Kato, founder of Kato; and Hugh Stephens. Hugh is one of our own, having come to Kalmbach in 1946. He left in 1967 to found American Train & Track and later Amro Ltd., both model railroad import firms. His son Michael is Kalmbach's vice president-marketing today.

New hobby shops

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Real Dreams, Inc.
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- Pennsylvania, Tobyhanna
Tobyhanna Station Gift Shop
37 Church St.



Russian grain car

Ilkka Hovi of Helsinki, Finland, sent us this nice HO model that he purchased at the Finnish Railway Museum. The maker is Konka, a Russian company. Several hundred thousand such cars were built in the Soviet Union from 1936 until 1960, and beginning in the '60s many were converted for grain service by adding the rounded roof and roof hatches. At that time the U.S.S.R. was a major customer for U. S. and Canadian wheat. Such cars are still in service today. — *J. K.*



Super bed

Henk Nijburg, of Gouda, the Netherlands, made the bed shown above for his seven-year-old son Wim. (That's a photo of Wim occupying the fireman's window.) The project took six months.

The locomotive's headlight and number boards light up and the engine is equipped with a three-chime airhorn. That train set under the bed is by Lego. Henk says it won't be long before Wim will be getting a "real model railroad."

Dream layout course

Bill Becker, Dave Frary, Allen Keller, Bob Hayden, and Tony Koester have joined forces to incorporate Model Railroad Resources, Inc. Their first project will be an intensive 3 1/2-day workshop to teach the skills needed to plan and build a dream layout. The course will be held in Knoxville, Tenn., in March 2000. The cost will be in the neighborhood of \$1,500 and enrollment will be limited. For further information contact Allen Keller, 7410 Lebanon Church Rd., Talbot, TN 37877; 423-586-8057.

Send information about clubs, people, and events in model railroading to MR News, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail news@mrmag.com.

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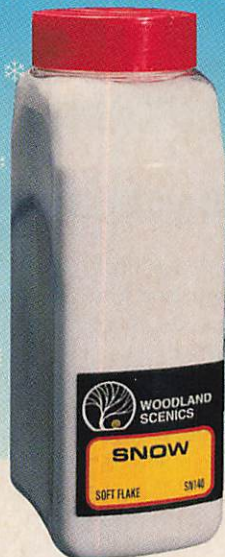
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MR News

NEW PRODUCTS



HO scale Evans 53-foot double plug-door boxcars are offered decorated for Ogden Corp.; Toledo, Peoria & Western; Aloha Shake; Boston & Maine; British Columbia Rail; Burlington Northern; Chicago & North Western; Evans Products; Ralston Purina; and Union Pacific by Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205.

HO scale

A-Line Division of Proto Power West, P. O. Box 2701, Carlsbad, CA 92018, is making a 53-foot Wabash National Duraplate intermodal trailer kit that's available plain, with molded load restraint buttons on the sides, or with photo-etched load restraint buttons.

Accurail, P. O. Box 1202, Elburn, IL 60119, has announced production of a scale size Accumate knuckle coupler. The firm has also released a three-pack of CSX three-bay ACF Center Flow covered hoppers in the tan Grain Express color scheme with a black, gold, green, and blue herald. A Fruit Growers Express 40-foot wood reefer and an ACF Center Flow covered hopper decorated for Cargill Salt are also available.

The Bethlehem Car Works Inc., 263 Park View Dr., Souderton, PA 18964, offers two versions of a Pennsylvania RR theatrical scenery car, with either modern or original end doors. A similar horse express car is also available. All kits come with etched brass sides, doors and underbody center, and Middle Division decals.

Bowser Mfg. Co., P. O. Box 322, 21 Howard St., Montoursville, PA 17754-0322, has announced new road names

on its freight car kits. The 100-ton triple hopper is now available in Burlington Northern; Canadian National; Lake Erie, Franklin & Clarion; and Seaboard Air Line road names. A 70-ton, two-bay, open-side covered hopper is available in Atchison, Topeka, and Santa Fe; Central of Georgia; Elgin, Joliet & Eastern; Grand Trunk Western; Louisville & Nashville; Nashville, Chattanooga & St. Louis; Monon; Saint Louis-San Francisco, and Soo Line. Closed-side, two-bay, 70-ton, covered hoppers are made in Delaware & Hudson, Detroit & Toledo Shore Line, Missouri-Kansas-Texas, Monon, and Southern Pacific.

InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839, has released a styrene kit for a USRA drop-bottom composite gondola in Chicago, Burlington & Quincy and undecorated versions. The firm also offers assembled models of a Santa Fe Refrigerator Department *Scout* reefer, ACF Type 27 8,000-gallon tank cars decorated for Shell Chemical Co., and kits for pink Klemme Co-op 4,750-cubic-foot covered hoppers and Missouri-Kansas-Texas ACF two-bay 100-ton covered hoppers. Twelve car numbers are available in each model.



Countryside Models, P. O. Box 5212, Buffalo Grove, IL 60089, makes a masonry grain silo kit, which can be assembled in a single evening. The model stands a scale 46 feet tall and is 14 feet in diameter.



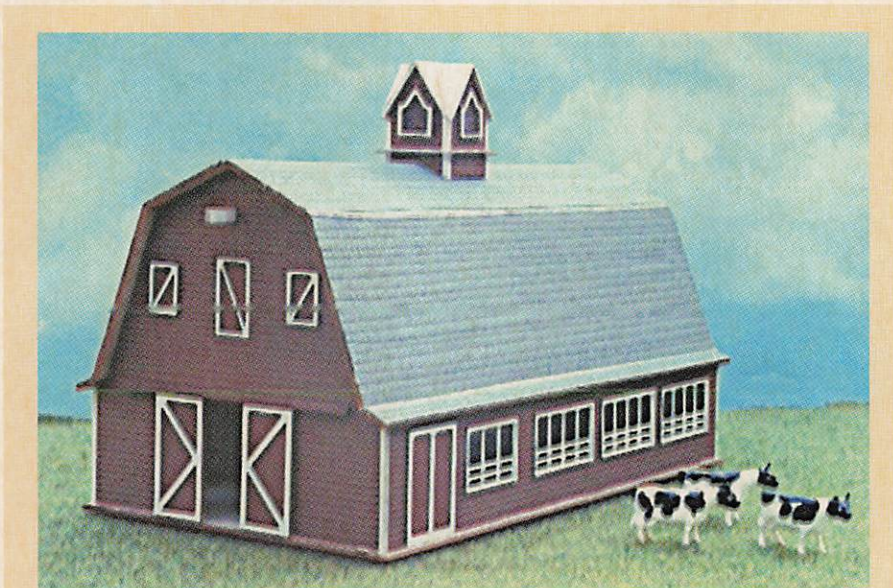
GHQ, 28100 Woodside Rd., Shorewood, MN 55331, is marketing cast pewter Roadmaster kits for a Bobcat skid loader and a matching light utility trailer. A heavy-duty front end loader and a 50-ton low boy trailer are also coming soon.

Kato U. S. A. Inc., 100 Remington Rd., Schaumburg, IL 60173, has announced production of EMD SD40-2 snoot nose road diesels decorated for Atchison, Topeka & Santa Fe (yellow warbonnet); British Columbia Ry. (dark and light green); Burlington Northern Santa Fe (orange and green); Canadian Pacific (multimark); Union Pacific; and undecorated. Two different numbers are offered in each scheme.



Muella Scale Models, 202 Catherine Lake Rd., Richlands, NC 28574, has released the Country Store, a resin kit which includes Grandt Line doors and windows and numerous accessories.

Overland Models Inc., 3808 W. Kilgore Ave., Muncie, IN 47304-4896, is importing factory-finished brass models of Southern Pacific class AC-10, AC-11, and AC-12 Cab-Forward 4-8-8-2 locomotives and four different Milwaukee Road rib-side cabooses.



HO and N scale dairy barns are the latest additions to the Small Trackside Structures line of laser-cut wood kits by Northeastern Scale Models, 99 Cross St., P. O. Box 425, Methuen, MA 01844. Both feature slot-and-tab construction.

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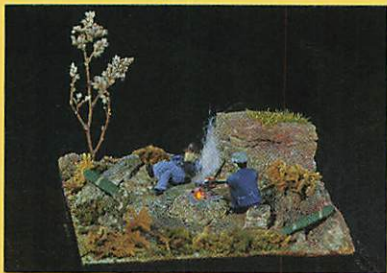
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MR News



N scale wide cupola cabooses decorated for Great Northern, Chesapeake & Ohio, the Family Lines, the Milwaukee Road, St. Louis-San Francisco, and Rutland are now available from Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205.



Paul M. Preiser KG, Postfach 1233,
D-8803 Rothenburg o.d.T, West Ger-
many, has released painted figure sets
for a television crew, bus drivers and
tour guides, guests at a barbecue,

motorboat drivers and guests, swim-
mers and beach chairs, a track gang,
and a U. S. police SWAT team.

Sandri Products, 24 Sand Rd., North
Canaan, CT 06018, offers ready-to-
install whistle posts.

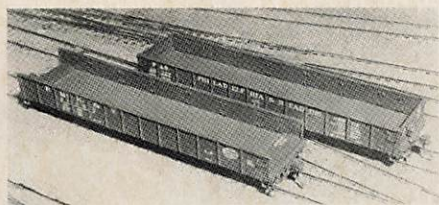
SignsGalore, 9 Carlson Lane, Palm
Coast, FL 32137-8150, is selling color
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These N scale ready-to-run cars are the no. 27270 Atchison, Topeka, & Santa Fe 50-foot boxcar, no. 39160 Chicago & North Western wood boxcar, no. 106050 Detroit, Toledo & Ironton covered gondola, and no. 104040 Conrail auto parts car made by Micro-Trains Line, P. O. Box 1200, Talent, OR 97540-1200.

also offers printed window glazing to fit the Walthers Terminal Pier and North-ern Light and Power structures.

Sparrows Point Division, P. O. Box 325, Telford, PA 18969, sells kits for a Central RR of New Jersey class SP5 plywood sheathed caboose and Colorado Midland 60-foot baggage car no. 313. Both feature laser-cut wood parts, cast metal details, and decal lettering. Trucks and couplers aren't included.



Westerfield, 53 River Lane, Crossville, TN 38555, is selling cast-resin craftsman kits for two different USRA mill gondolas which are detailed to match New York Central (PMcK&Y) or Philadelphia & Reading prototypes.

N scale

Bowser Mfg. Co., P. O. Box 322, 21 Howard St., Montoursville, PA 17754-0322, has purchased the Delaware Valley Freight Car Corp. tooling for a 100-ton, 50-foot Airslide covered hopper and a 100-ton ACF cylindrical covered hopper. Both models will be offered in numerous road names. See the Web site at www.bowser-trains.com.



GHQ, 28100 Woodside Rd., Shorewood, MN 55331, is marketing cast pewter Roadmaster kits for a 1941 Peterbilt logging truck and trailer and a Ford 9000 dump truck. Future releases will include a 1941 Chevrolet pickup truck and a Ford 8000 tractor.

InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839, offers assembled models of a Robeson Process Co. ACF Type 27 8,000-gallon tank car and kits for pink Klemme Co-op 4,750-cubic-foot covered hoppers. Twelve car numbers are available in each of these models.

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Recent N scale models from DeLuxe Innovations, P. O. Box 4213, Burbank, CA 91503, include this yellow National Bureau of Standards scale test car, an Atchison, Topeka & Santa Fe two-bay covered hopper, and a Northern Pacific wood chip car relettered with Burlington Northern reporting marks.

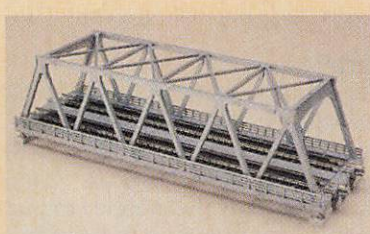
Overland Models Inc., 3808 W. Kilgore Ave., Muncie, IN 47304-4896, is importing factory-finished brass models of Atchison, Topeka & Santa Fe EMD F3 A and B units in passenger colors, a General Electric C60AC demonstrator locomotive, and a Union Pacific Ohio high cab crane.

Paul M. Preiser KG, Postfach 1233, D-8803 Rothenburg o.d.T, West Germany, has released painted figure sets including construction workmen, standing passengers, waving passengers, and U. S. mounted police.

Sandri Products, 24 Sand Rd., North Canaan, CT 06018, offers ready-to-install whistle posts.

SignsGalore, 9 Carlson Lane, Palm Coast, FL 32137-8150, is selling printed window glazing to fit the Walther's Merchants' Row stores.

Wheels of Time, P. O. Box 846, Mountain View, CA 94042-0846, sells



Here's an N scale 130-foot-long double-track truss bridge, offered in silver, light blue, green, or black by Kato U. S. A. Inc., 100 Remington Rd., Schaumburg, IL 60173.

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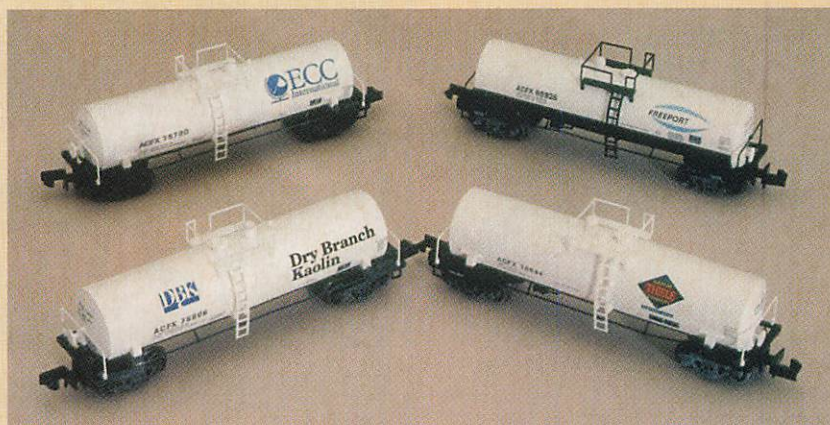
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MR News



N scale 14,000-gallon tank cars are available decorated for Dry Branch Kaolin, Thiele Kaolin Co., ECC International, and Freeport Kaolin Co. Two numbers are available in each version from Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205.

molded plastic diaphragms for heavy-weight and lightweight passenger cars. One package equips three cars. See the Web site at www.wheelsotime.com.

O scale

InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839, is releasing Shippers Car Line Corp. ACF Type 27 8,000-gallon tank car kits with 12 different car numbers.



Paul M. Preiser KG, Postfach 1233, D-8803 Rothenburg o.d.T., West Germany, has released a painted steeple-jack figure set.

Sandri Products, 24 Sand Rd., North Canaan, CT 06018, offers ready-to-install whistle posts.

S scale

BTS, P. O. Box 561, Seffner, FL 33583, offers models of East Broad Top standard gauge 0-6-0 switcher no. 6 and Maryland & Pennsylvania 2-8-0 Consolidations nos. 41 and 43 in kits, as kits with assembled mechanisms, or as ready-to-run locomotives. A laser-cut wood kit for the EBT station in Orbisania, Pa., is also available.



Large scale

Design Detail, 5213 25th St. S. W., Seattle, WA 98106, offers a cast-resin kit for Tiny's Drive-in Restaurant, which is modeled after drive-ins from the late 1950s to early 1970s. It features two canopies, sidewalks, menu signs, and spots for eight autos.

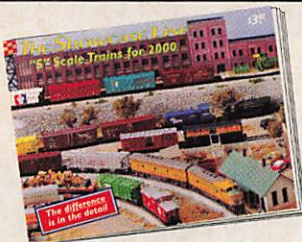
Garden-Texture, P. O. Box 690444, Charlotte, NC 28227, makes the Cascades depot as the latest in the firm's Classic Architecture in Miniature series. The depot can be purchased as a kit or as template drawings. See the Web site at home.earthlink.net/~gardentextur.

Control

Signal Research, P. O. Box 7073, Huntsville, AL 35807, offers the Roadmaster Train Control System, which incorporates Digital Block Control (DBC) technology that allows automatic or manual control of up to 99 independent trains. With only two wires per block, installation is easy with no engine modifications, track sensors, or block toggles. Output is filtered DC. The system allows for unlimited reverse loops and crossovers. See the Web site at www.signalresearch.com.



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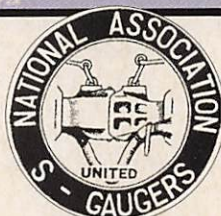
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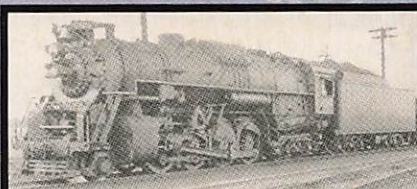


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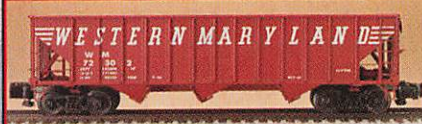


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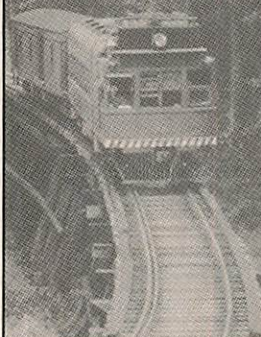
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MR News

CLUB CAR



The Lincoln Area Model Railroad Club is celebrating its 20th anniversary by issuing this limited-run Accurail HO 40-foot boxcar decorated for the club's Central States Western layout. Two car numbers are available. Send orders to the LAMRS, P. O. Box 81144, Lincoln, NE 68501. Single kits are \$12, or both for \$22 plus \$4 shipping per car.

Tony's Train Xchange, 355A Main St., Winooski, VT 05404, offers the Current Measuring Circuit (CMC), which measures the current your DCC booster is delivering to your layout. See the Web site at www.tonystrains.com.

TracTronics Inc., 1212 S. Naper Blvd., Ste. 119, Naperville, IL 60540, sells the DetectDCC, a DCC-specific train detector, which uses an inductive pickup to detect current flowing through locomotive decoders, lighted cars, or axle resistors on cars.

Decals

Champion Decal Co., P. O. Box 1178, Minot, ND 58702, sells HO decals for Atlantic Coast Line white road names and Central RR of New Jersey passenger car lettering in gold. An upgraded set for Norfolk & Western (billboard NW) 40- and 50-foot boxcars and aluminum numbers are also available.

Microscale Industries Inc., 18435 Bandilier Cir., Fountain Valley, CA 92708, makes decal lettering sets for Indiana Harbor Belt diesel switchers in four different versions (O), Lehigh Valley Cabooses (O), New York, New Haven & Hartford light diesel switchers (HO and N), New York, Susquehanna & Western EMD SD70M diesels (HO and N), and Norfolk Southern GE Dash 9-44CW diesels with Operation Lifesaver 25th anniversary lettering (HO and N).

Bill Mosteller, 2813 Hogan Ct., Falls Church, VA 22043, has released decal sets for Richmond, Fredericksburg & Potomac HO locomotives and freight cars with white lettering: set no. 41 is for hoppers and bulkhead flat cars, no. 42 fits wood and steel cabooses, no. 43 covers diesel locomotives (bronze gold), and no. 44 letters boxcars. Set no. 45 is a combination N scale set covering a boxcar, caboose, flatcar, and hopper. The firm also offers Virginian Ry. AAR boxcar decals in S scale. See the Web site at www.greatdecals.com.

Oddballs Decals, 26550 227th St., McLouth, KS 66054, has released decal sets in N, HO, S, and O scales: no. 494 C&NW 50-foot Zito yellow boxcar (7-85); no. 495 KCS P-S 50-foot boxcar (6-79); 496 KCS P-S 50-foot yellow boxcar (10-87); no. 497 Chicago Great Western steam engine; and no. 498 Missouri Pacific Bus Lines (letters two buses).

Rail Graphics, 1183 N. Lancaster Cir., South Elgin, IL 60177, has added new prototype lettering styles to its line of custom decals. More information and samples are available if you send a large stamped, self-addressed envelope with 55 cents postage.

Wheels of Time, P. O. Box 846, Mountain View, CA 94042-0846, makes N scale decal sets for Southern Pacific head end cars from 1952-1970 or 1958-1970. The firm also has Union Pacific 1939 passenger car lettering and the 1952-1970 red stripes and numbers for head end cars. See the Web site at www.wheelsotime.com.

Books

The Burlington Route Historical Society, P. O. Box 298, Lakeview AR 72642-0298, is selling Bulletin No. 35, *The Q in the Coal Fields of Southern Illinois*. It's a detailed look at the Chicago, Burlington & Quincy coal operations with 550 black-and-white photos, 28 color views, plus numerous drawings and site diagrams of the equipment, mines, structures, and operating methods. The 8½" x 11" soft-cover book has 256 pages and sells for \$26 plus \$5 shipping (Illinois residents must include \$1.94 state sales tax).

The Missouri Pacific Historical Society, 1601 St. Mary's Lane, Festus, MO 63028-1558, has reprinted the *Missouri Pacific RR Maintenance of Way Standard Drawings*. It's a handy 8½" x 11" plastic-bound reference containing 61 drawings that specify the construction of bridges, signs, and other structures. It sells for \$15 plus \$3 shipping.



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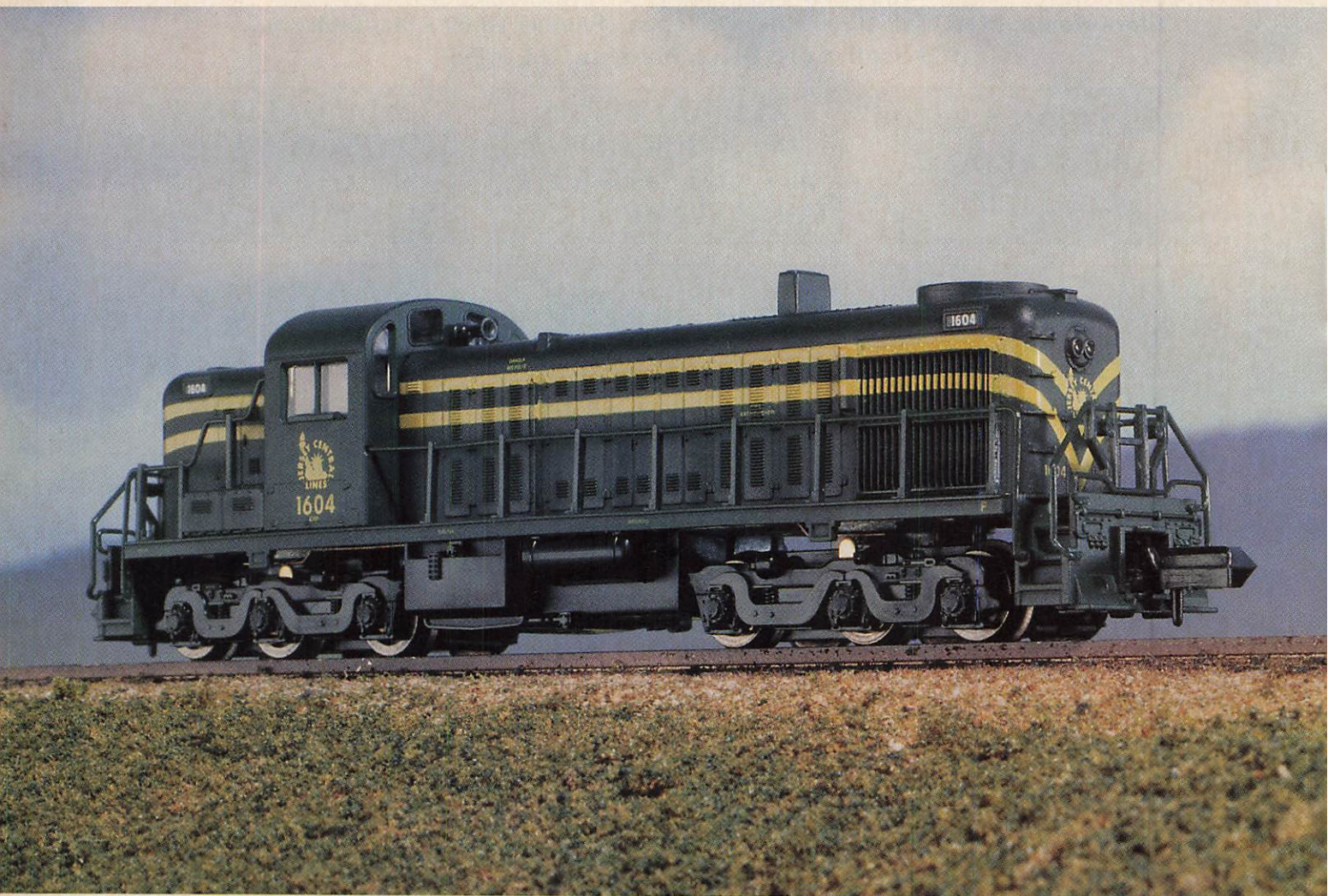
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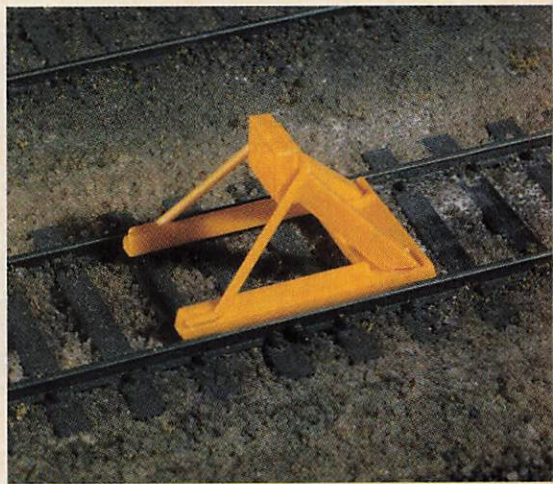


▲ **N scale Alco RSD-4 or RSD-5 road switcher:** This highly detailed Alco RSD-4 or RSD-5 C-C road switcher is part of the Atlas Classic line. It comes undecorated or painted for Jersey Central; Atchison, Topeka & Santa Fe (zebra stripes); and Southern Pacific (tiger stripes). The models are imported by Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205, and sell for \$84.95 each.

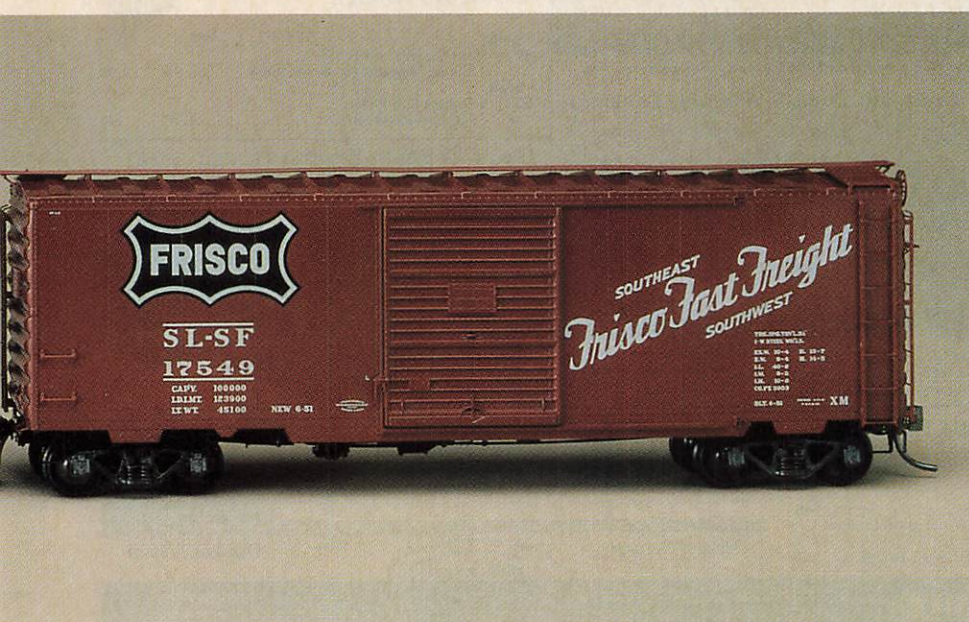


► **O scale wood reefer:** This wood-sheathed Fruit Growers Express refrigerator car is a limited-run polyurethane kit. It has a one-piece carbody with numerous separate detail parts to be added by the modeler. Trucks, couplers, and decals are not included. The kit is available from Ultra Scale II, P. O. Box 217, Redmond, WA 98073-0217, and it sells for \$110 including shipping.

▼ **N scale boxcars:** Two different Missouri Pacific AAR 40-foot boxcars, with graffiti artwork on one side of each model, are offered by DeLuxe Innovations. The plastic models come ready-to-run with dummy knuckle couplers. The models are made by DeLuxe Innovations, P. O. Box 4213, Burbank, CA 91503, and sell for \$14.95 each.



▲ **H0 scale bumpers:** A dozen molded track bumpers are included in this easy plastic kit from Walther's. Each bumper is made up of three bright yellow styrene pieces. The kit is sold by Wm. K. Walther's Inc., P. O. Box 3039, Milwaukee, WI 53201-3039. It sells for \$9.98.



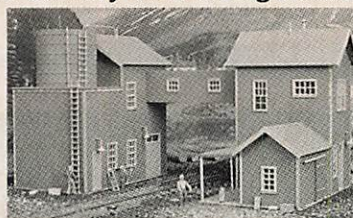
◀ **H0 scale PS-1 boxcars:** Two more road names, on cars with eight-foot doors, have been added to Kadee's line of ready-to-run 40-foot PS-1 boxcars. The no. 5101 Seaboard Air Line car sells for \$28.45, and the no. 5102 St. Louis-San Francisco car is \$28.95. These cars are made by Kadee Quality Products, 673 Avenue C, White City, OR 97503.

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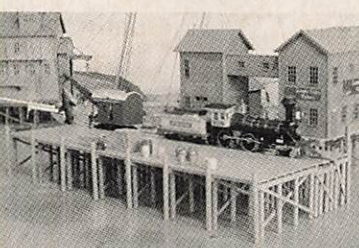


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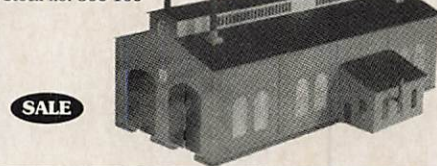
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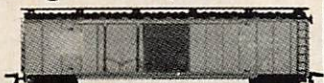


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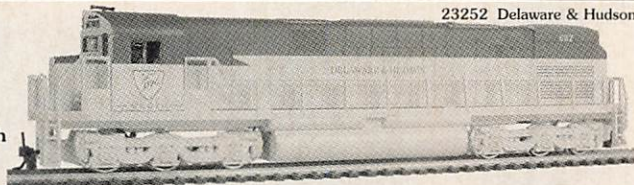
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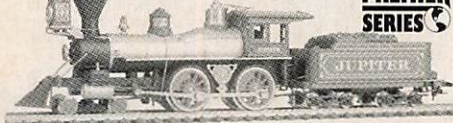


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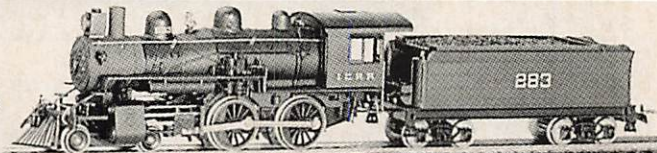
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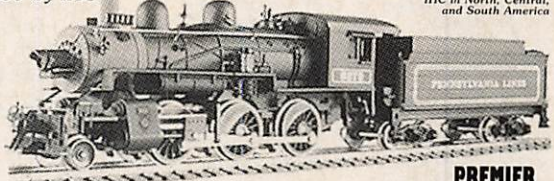
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Seasons Greetings



HO MODELING AND PHOTO BY W. ALLEN MCCLELLAND

Despite a heavy snowfall Virginian & Ohio train no. 11 is running right on time, bringing passengers, packages, and precious holiday greetings closer to home with each passing mile. No matter where we find ourselves this time of year it's natural to reflect on home and hearth, the happiness of days past, and the joy of those to come. Please accept our best wishes for a happy holiday season from the crew at MODEL RAILROADER. We look forward to spending the coming new year, and many more, with each of you. ❖

**Model
Railroader**

Build the N scale Appalachian Central

Our latest project layout traces its roots
to the 1950s but features modern methods and materials

By Lionel Strang
Photos by the author

Welcome to the N scale Appalachian Central Ry., MODEL RAILROADER's latest project layout. The roots of this project can be traced back to the time I spent flipping through some back issues of MR looking for information on lumber mills while building the Northwest Timber Co. (December 1997 and January 1998 issues). During the course of my search I found the January 1950 issue, which featured a track plan for the Timberline & Tidewater by Linn Westcott.

As I studied the plan I couldn't help but wonder what kind of layout Linn – or any of his fellow modelers at the mid-point of the 20th century – could have created if they'd had modern tools and materials.

The seed for this project had been planted: Start with a good design for a small, operations-oriented layout and then show readers how to build it utilizing as many of today's products and techniques as possible.

To make it even more interesting, I chose N scale, a modeling scale unknown at the time Linn planned his T&T. The railroad is set in the Appalachian Mountains of the eastern United States and loosely based on the area around Grafton, W. Va. This was an easy choice for me since I'm familiar with that region.

Selecting an era was also an easy choice. Turn-of-the-century modeling was regularly featured in MR back in the 1950s. The AC is therefore a turn-of-the-century pike, reflecting railroad-ing at the end of the 20th century – just after CSX acquired half of Conrail.

A modern day model railroad

While Linn's original track plan was fundamentally sound – a testimony to his design abilities – it lacked many elements we take for granted today.

There was no provision for "off the layout" destinations, no way to separate individual scenes (thereby making the layout seem larger), little provision for local switching, no provision for continuous running, and little space for scenery and structures. The AC would

are so many good DCC systems that choosing one for the AC wasn't easy. After thorough investigation I chose the Digital Plus system (Set-01) from Lenz. What really sold me on this system was the easy-to-understand manual. If you follow the directions you'll be running trains in no time.

All of the locomotives, with the exception of one Kato unit, came equipped with DCC decoders. The freight cars came from all the major N scale manufacturers, although I equipped all the rolling stock with Micro-Trains couplers.

The completed layout design looks little like the T&T and features two four-track staging yards, a small classification yard, a junction, and enough operating possibilities to keep my son Peter and me busy for an enjoyable evening of model railroad fun. Not bad for less than 30 square feet.

This month we'll concentrate on getting the Appalachian Central up and running. Next month we'll add scenery, buildings, and the other finishing touches that make a layout a railroad. ☛



need all those things for me to consider it a truly up-to-date model railroad.

Of course, N scale opened up a number of possibilities for my 28.5-square foot-area that Linn could have only dreamed about.

Wiring even a simple model railroad can seem a daunting task, but today multitrain control is a snap thanks to Digital Command Control (DCC). There

In addition to the Appalachian Central, Lionel enjoys building his HO Allegheny & Lackawanna Southern, which frequently inspires his Workin' on the Railroad column. When Lionel, a Canadian, isn't snowbound he's been known to spend time on the golf course!

► Conrail has started disappearing into CSX on the N scale Appalachian Central, MODEL RAILROADER's latest project railroad.





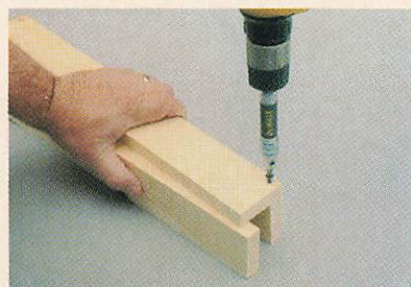
BENCHWORK

The diagram shows how I built the benchwork and backdrop support frame. I wanted the layout to be strong and easy to transport, so I built a light wood frame and filled the open areas with foam board insulation.

I used drywall screws and a cordless screwdriver to assemble the frame, applying a small bead of carpenter's glue along each joint for added strength.

Before adding the foam I built the backdrop frame. To keep the frame as stiff as possible I screwed metal L brackets to each of the inside corners.

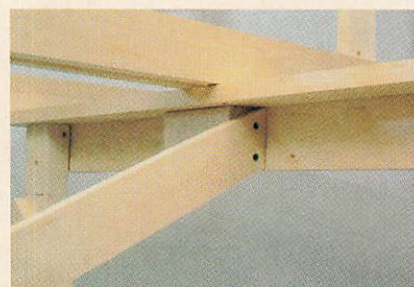
I assembled the legs as shown in the drawing, making the legs 42" long. I wanted the layout to be rather tall because I've found the closer N scale trains are to eye level the more realistic they appear.



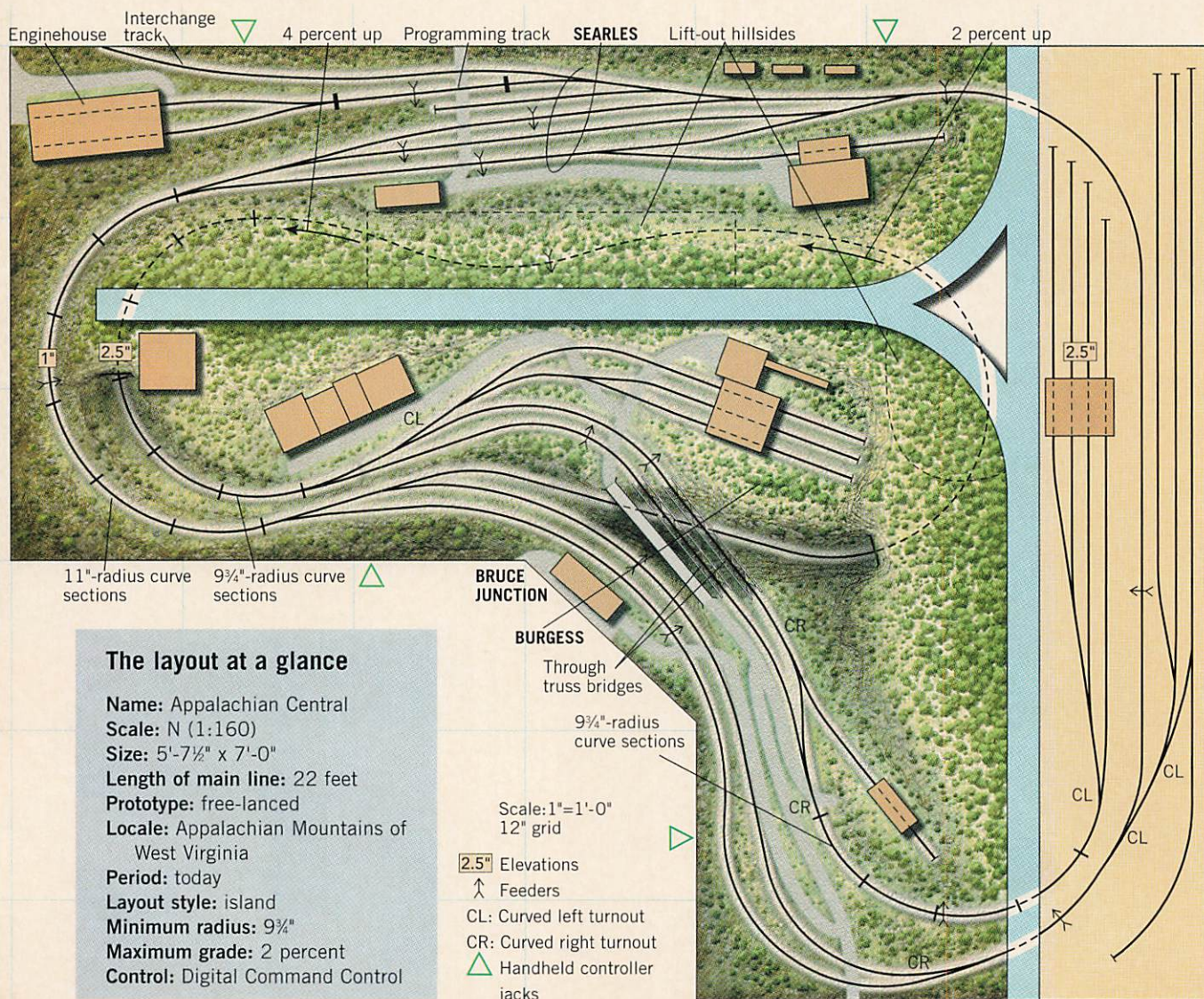
Lionel used a countersink tool to countersink the pilot holes for the screws. Here he's assembling the L girders.



Whenever possible add a thin bead of carpenter's glue to provide added strength to the frame.



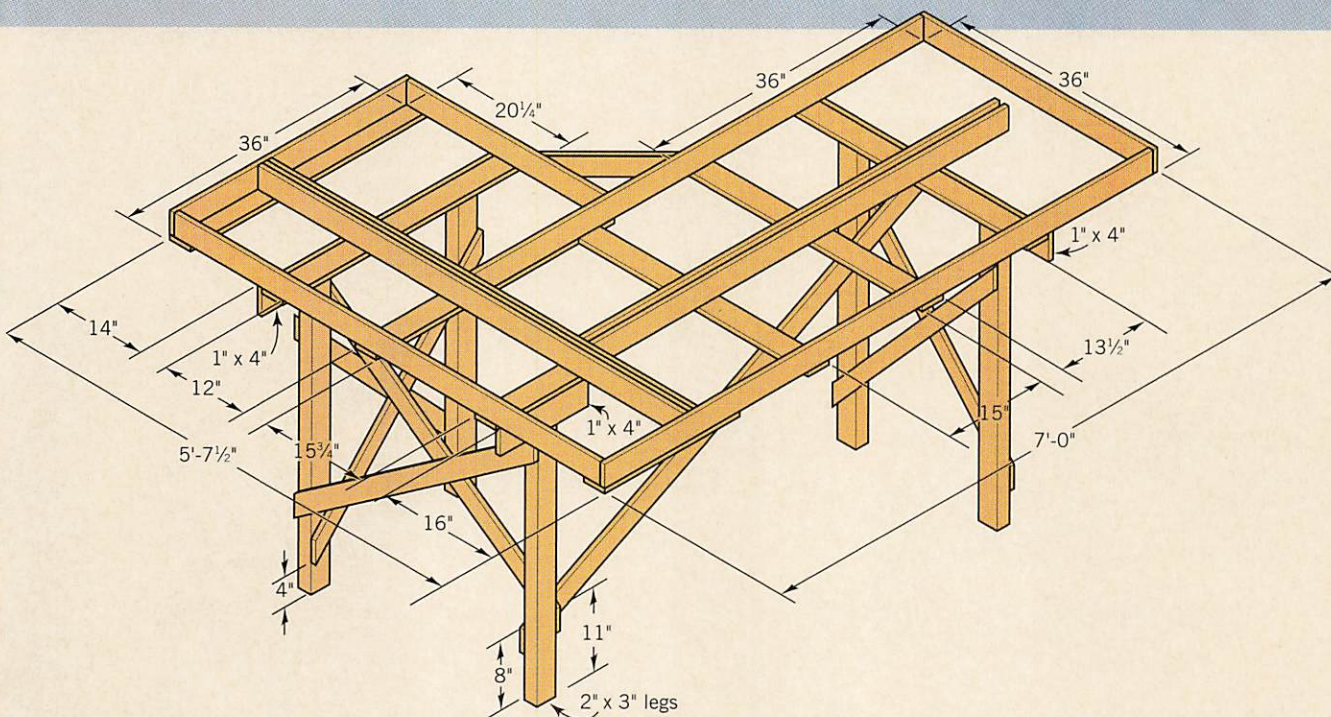
Drywall screws, installed using a cordless screwdriver, make benchwork assembly go very quickly.



The layout at a glance

Name: Appalachian Central
Scale: N (1:160)
Size: 5'-7 1/2" x 7'-0"
Length of main line: 22 feet
Prototype: free-lanced
Locale: Appalachian Mountains of West Virginia
Period: today
Layout style: island
Minimum radius: 9 3/4"
Maximum grade: 2 percent
Control: Digital Command Control

ILLUSTRATIONS BY KELLIE JAEGER



Bill of materials

Benchwork

- 1 x 3 lumber, 10 feet long (13)
- 2 x 3 lumber, 4 feet long (6)
- 1 x 4 lumber, 10 feet long (1)
- 1" foam board, 4 x 8 sheet (4)
- 1 1/2" foam board, 4 x 8 sheet (4)
- .060" styrene, 4 x 8 sheet (1)
- 1/4" Masonite, 4 x 8 sheet (1)

Atlas

- 92500 30" flextrack (28)
- 92510 9 3/4"-radius curve (11)
- 92520 11"-radius curve (6)

Kato

- 20434 through truss bridge (2)

Lenz

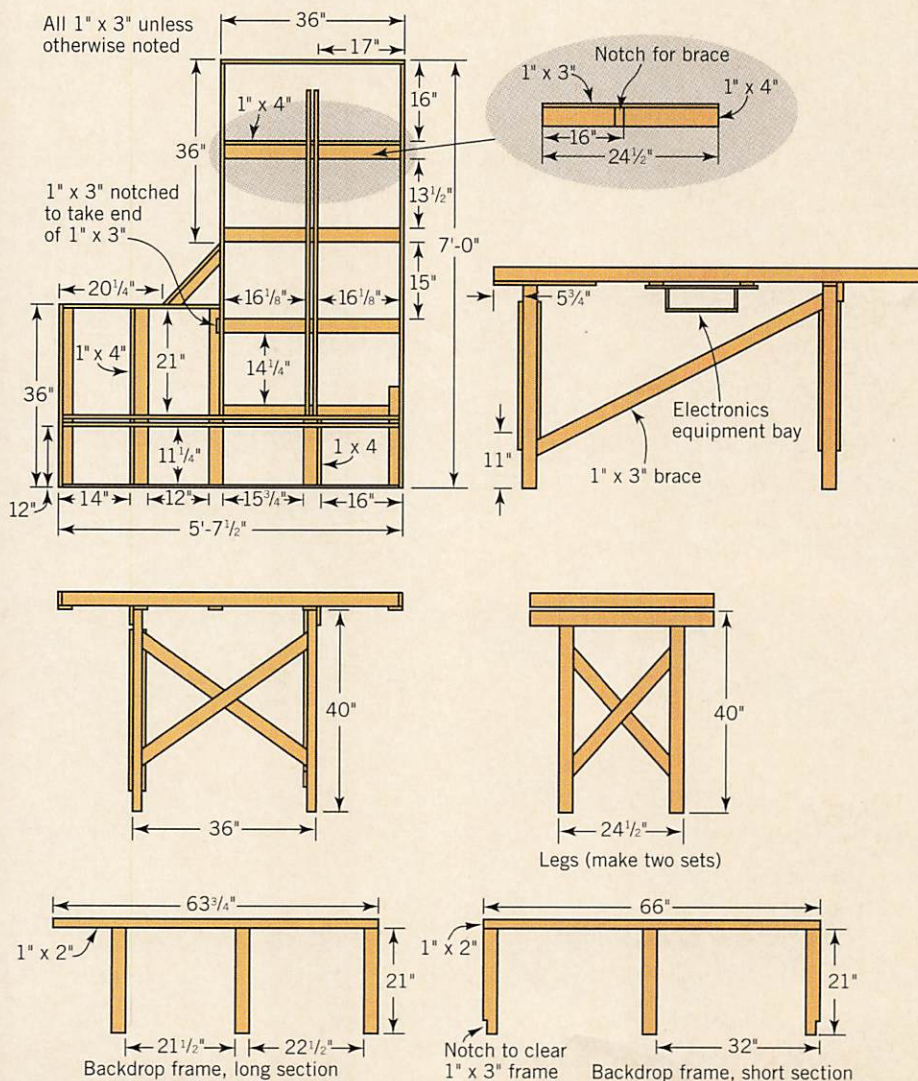
- 01 Digital Plus Digital Command Control system

Peco Insulfrog turnouts

- 1734 curved right turnout (3)
- 1735 curved left turnout (4)
- 1738 right turnout, medium (12)
- 1739 left turnout, medium (5)
- 1741 wye (1)

Woodland Scenics

- 1410 incline set, 2 percent
- 1412 incline starter, 2 percent
- 1444 foam tack glue (2)
- 1462 track-bed bulk pack (2)



ADDING THE FOAM BOARD

Most of the flat surfaces of the AC are foam board, a building insulation material also commonly called blue or pink board. The color doesn't matter for our purposes.

Always use only water-based adhesives with foam board since solvent-based glues will dissolve the foam. I used yellow carpenter's glue for all the wood-to-foam board joints. While this took a little longer to dry than some other adhesives it produces an incredibly strong bond.

I allowed the first layer of foam (the 1½" piece) to dry overnight and the next day put a liberal coat of yellow glue on it, placed the 1" on top, and again waited overnight. If you're careful while cutting the foam you'll only need four 1½" sheets and four 1" sheets to fill the frame.

Lionel used yellow carpenter's glue to bond the foam board together. Here he's spreading the glue with a disposable brush.



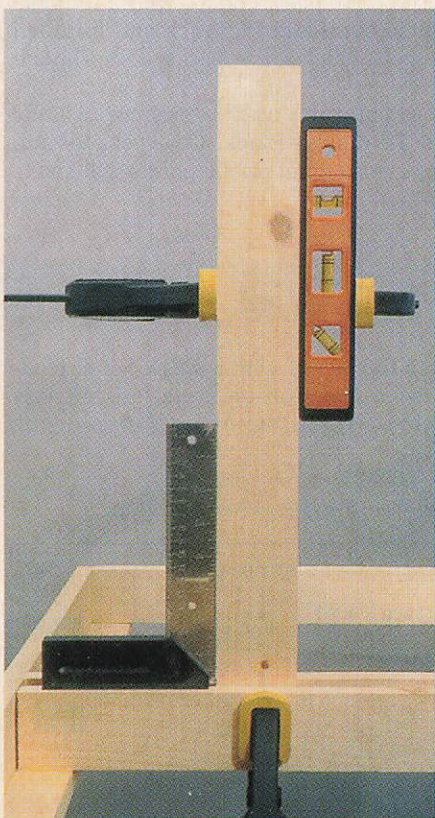
INSTALLING THE BACKDROP

While the backdrop is more scenic than structural it's a good idea to install it now rather than waiting and risking damage to track and structures.

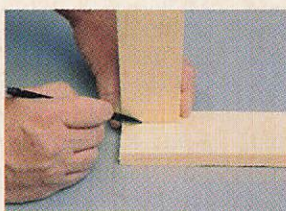
The backdrops are made from a 4 x 8-foot sheet of .060" styrene, cut 24" wide. The styrene is supported by wood frames. To fasten the styrene to wood I used a water-based contact cement, which worked very well.

You can purchase large sheets of styrene from wholesale plastic suppliers (check the Yellow Pages under "Plastics"). Cut the styrene by scribing a line with a utility knife, bend it along the scribe, and the styrene will snap.

I used Quick-Grip clamps to hold the styrene while the cement dried. The next morning I trimmed away any excess with a sharp utility knife.



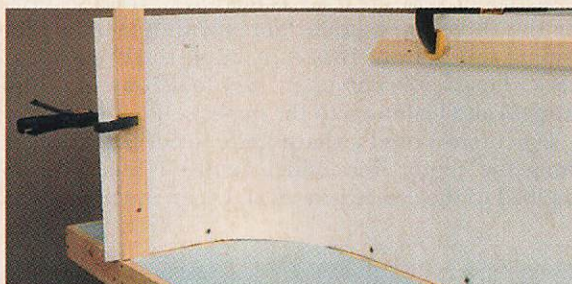
The backdrops are supported by 1 x 3s. Lionel clamped the vertical support in place and used a square and level to ensure the support was perpendicular to the benchwork.



Lionel notched the backdrop support in a couple of places. Here he's using a scrap piece of 1 x 3 to trace cut lines on the support. He then cut it out with a jigsaw.



Metal L brackets help to keep the backdrop frame rigid. These are held in place with drywall screws.

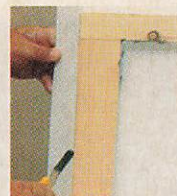


Secure the styrene backdrop to the frame with water-based contact cement and clamp it in place.

To join two pieces of styrene Lionel cut a splice plate from scrap material and secured the pieces together with cyanoacrylate adhesive (CA).



In areas that will be hidden by scenery use dry-wall screws to attach the backdrop to the frame.



After the cement dried Lionel carefully trimmed away any excess styrene with a utility knife.

ROADBED AND TRACK

The roadbed is Woodland Scenics Track-Bed, a fairly new product made of a light, pliable foam which is much lighter and less messy than cork.

The track on the second level is 2½" above the rest of the layout to provide clearance for the bridges at Bruce Junction. I elevated the track using precut foam incline sections from Woodland Scenics Sub-Terrain system. This is an easy way to install smooth, even grades.

Each incline section is 2½" x 24" long and raises the track by ½" (2 percent grade). I used four riser sections to gain an elevation of 2" and then added a 2 percent starter on top of the fourth piece at the end of the grade to get to an elevation of 2½".

The photos show how I installed the risers and roadbed. Just be sure to apply a thin coat of adhesive since setting a riser in a big glob of glue can throw the incline off kilter – and make the grade steeper than you want.

Spiking some iron

I installed the track on the lower level before installing the subroadbed for the upper level track. No matter what order you choose to lay the track the procedure is the same.

I used Peco Insulfrog turnouts with a combination of Atlas flextrack and sectional track. I decided on the Peco turnouts to keep the wiring as simple as possible since the insulated frogs mean you don't need to cut gaps in the rail. The Peco turnouts have a built-in spring to hold the points, eliminating the need for any additional mechanism.

While most of the track is flextrack I used sectional track for the three most important mainline curves. The curve leading uphill from Bruce Junction is 11"-radius sectional track. I used 9¾" curves in two locations: downhill from Burgess and leading into the upper staging yard.

On curves I used a sharp knife to cut the roadbed in half along the center line, which makes it easier to bend the roadbed to the desired curve and keep the roadbed flat.



Use the track plan to position the track on the benchwork. Trace along the outline of the ties and remove the track. Next spread Woodland Scenics Foam Tack glue between the lines.



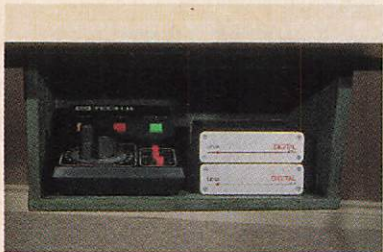
After spreading the Foam Tack glue, Lionel positioned the roadbed, pressed down firmly, and used pushpins to hold the roadbed in place until the glue dried.

Once the risers were in place I installed the foam for the second level. Again I used a 1½" piece and a 1" piece to make up the required 2½" thickness. I laid the track and installed the two Kato truss bridges, which are supported on Chooch cut stone abutments.

I used an airbrush to paint the track a mixture of Polly Scale Rail Brown and Tarnished Black. Cover the switch points with masking tape since paint on the points will interfere with electrical contact.

WIRING

The Appalachian Central is controlled with Lenz Digital Command Control. Like most DCC systems this one consists of a separate command station and booster. It also requires a power supply. A conventional power pack provides more than enough juice to run a small layout like the Appalachian Central.



The Appalachian Central is controlled with this Lenz Digital Plus (St-01) Digital Command Control system. The power pack only provides power to the booster; it isn't used to control the trains.

I could have powered the layout with a single set of feeders placed between Bruce Junction and Searles, but this wouldn't be very reliable. I wired the AC as shown in the wiring diagram.

The feeders are no. 20AWG wires soldered to the underside of the rails as shown in the tracklaying section.

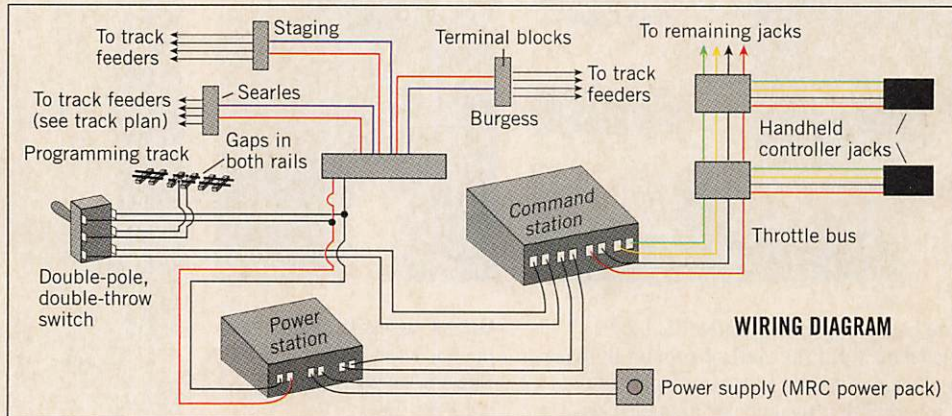
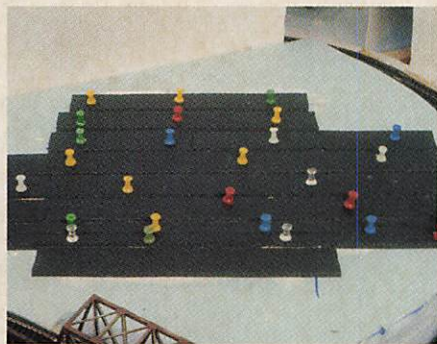
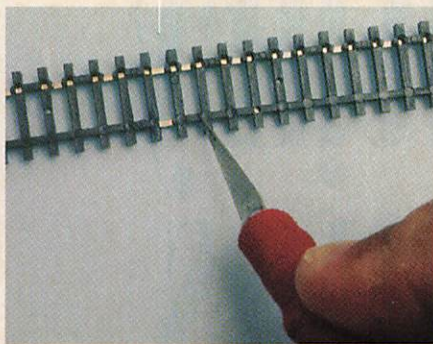


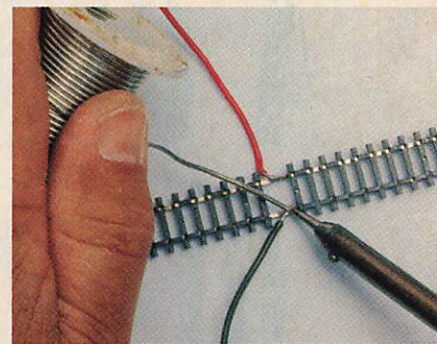
ILLUSTRATION BY ELISABETH ROWAN



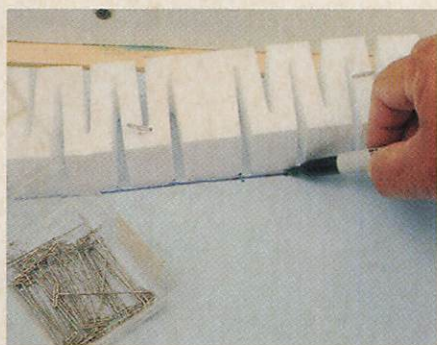
Extra sections of roadbed are handy for creating a large, flat area. Lionel used several pieces of foam roadbed to support the coal mine at Burgess.



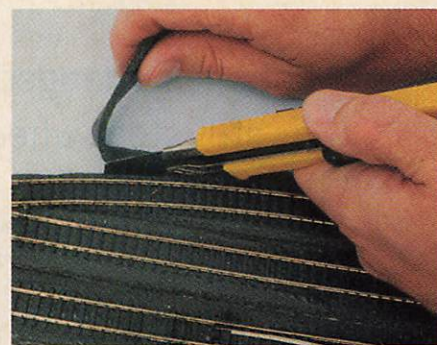
Left: Before laying the track Lionel used a hobby knife to remove spacers between the ties on the underside of the flextrack. Push the ties apart to make room for feeder wires.



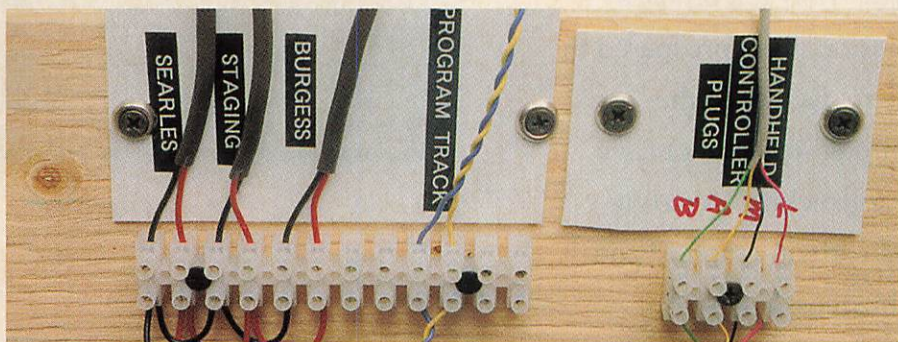
Right: Lionel soldered the feeder wires in place prior to laying the track. The locations of the feeder wires are shown on the track plan of the finished layout.



Left: The elevated track sections are supported using Woodland Scenics incline sets. Lionel held the incline sections in place and marked the edges. The T pins are used to hold the incline in place. **Right:** The incline sections are cemented in place with a thin coat of Bulldog Grip. This is a latex-based adhesive Lionel found at Home Depot. Be sure to use only a small amount of adhesive as too much can put the risers out of kilter.

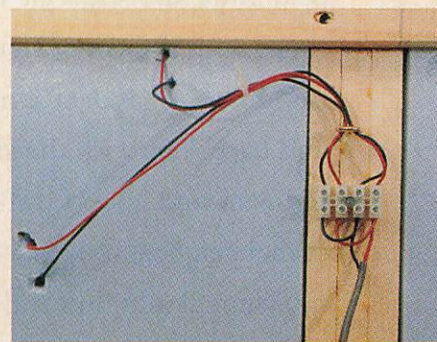


Next, Lionel laid the track, by spreading a thin layer of glue on the roadbed and holding the track in place with push pins until the glue dried. Here he's using a utility knife to trim away the roadbed edges.

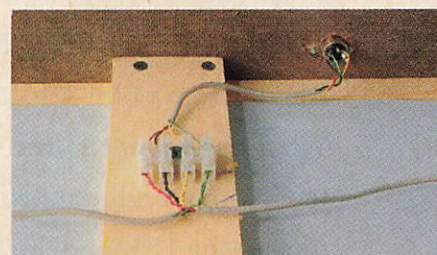


Above: This view of the underside of the layout shows the closest thing the AC has to a "control panel." Note how Lionel labeled the terminal feeders for each section of the layout, the wiring for the programming track, and the connections for the walkaround throttle jacks.

Above right: Neatness counts. The feeders go from the main terminal strip to smaller strips where they connect to feeders soldered to the underside of the rails.



Right: Lionel used terminal blocks to connect wiring from the throttle bus connection, located on the command station, to the throttle jacks located around the layout.



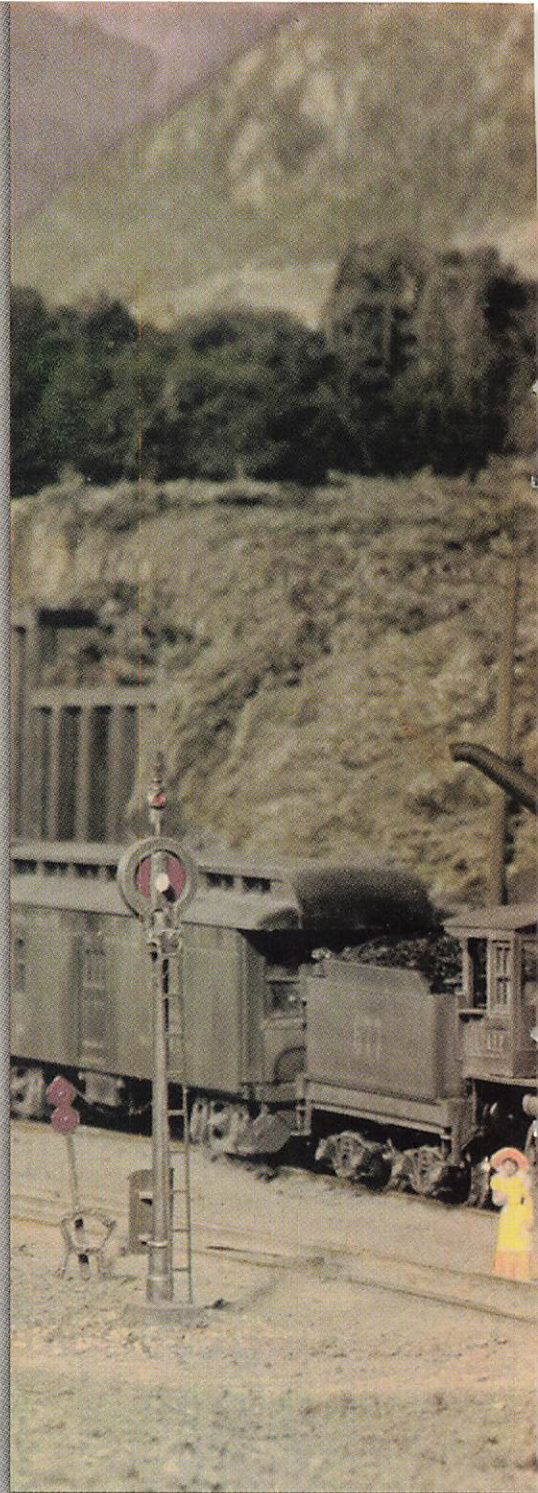
A century of trains in Sedalia

Lots has changed, but railroading is
still steel wheels on steel rails

By Gary Hoover
Photos by the author

On these next several pages you'll find photos portraying railroading in 1900, 1950, and 1999. This remarkable industry, born in the 1830s, came full-circle twice in the twentieth century. In 1900 America was flowering as an industrial nation and its railroads became a mighty economic and strategic force. They fell on hard times with the Great Depression, then prospered in the '40s, '50s, and '60s, only to decline in the '70s and early '80s with the slump of America's heavy industry and loss of traffic to trucking. A strong comeback began in the '80s with an emphasis on intermodal and unit train business.

Through the ups and downs the basics of railroading have remained constant, moving people or freight from point A to point B over steel rails. What has changed over the last 100 years is the technology, and that provided the catalyst for this interesting HO modeling and photo project.





1900

Leaving for St. Louis

It's August 1900, and we're at the Santa Fe station in Sedalia, Colo., nestled against the foothills of the Rocky Mountains. Ordinarily the Colorado Hoovers would be making plans for going to the county fair and winning their share of blue ribbons, but this season they've got something even more exciting in store. They're riding the rails to St. Louis for a family reunion.

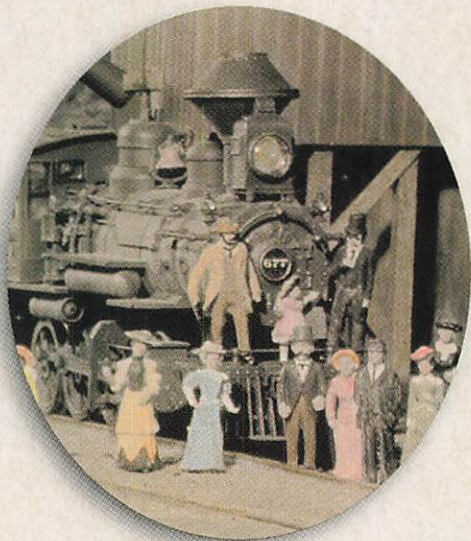
The start of a new century struck just about everyone in this far-flung and adventuresome family as a perfect time for a major get-together.

Angus Hoover, a druggist, has a new view camera, and while the Santa Fe 2-8-0 takes

on water there's time for a family portrait. Posing on and around the engine is no problem, as Josh Hoover is the station agent and willing to look the other way.

Of course there was no color film at the time so Angus' photo was in black-and-white, but several family members had large prints made and hand-colored. This one has remained in the family to this day.

(Incidentally, within a few years Angus Hoover followed his heart, sold his drugstore, and became a career photographer. He is celebrated today for his classic portraits of the Rockies and his beloved Colorado narrow gauge railroads.)



Choosing the photo location

For the sake of comparison I wanted to shoot all three eras at the same layout location and I wanted to have passenger trains as the main actors. I chose my hypothetical town of Sedalia because it features a passenger station in its normal contemporary life and has yielded good photos in the past. (My Sedalia is not to be confused with the real Sedalia, Colo.).

Although I model the contemporary era, I thoroughly enjoy backdating and photographing earlier days because it provides an opportunity (or maybe an excuse!) to enjoy more of the fine models available on the market today. As in all of my backdating projects, the scenery changes for the 1900 and 1950 photos were temporary. Nothing was glued down except for figures and they were placed using only a small amount of rubber cement.

The 1900 scene

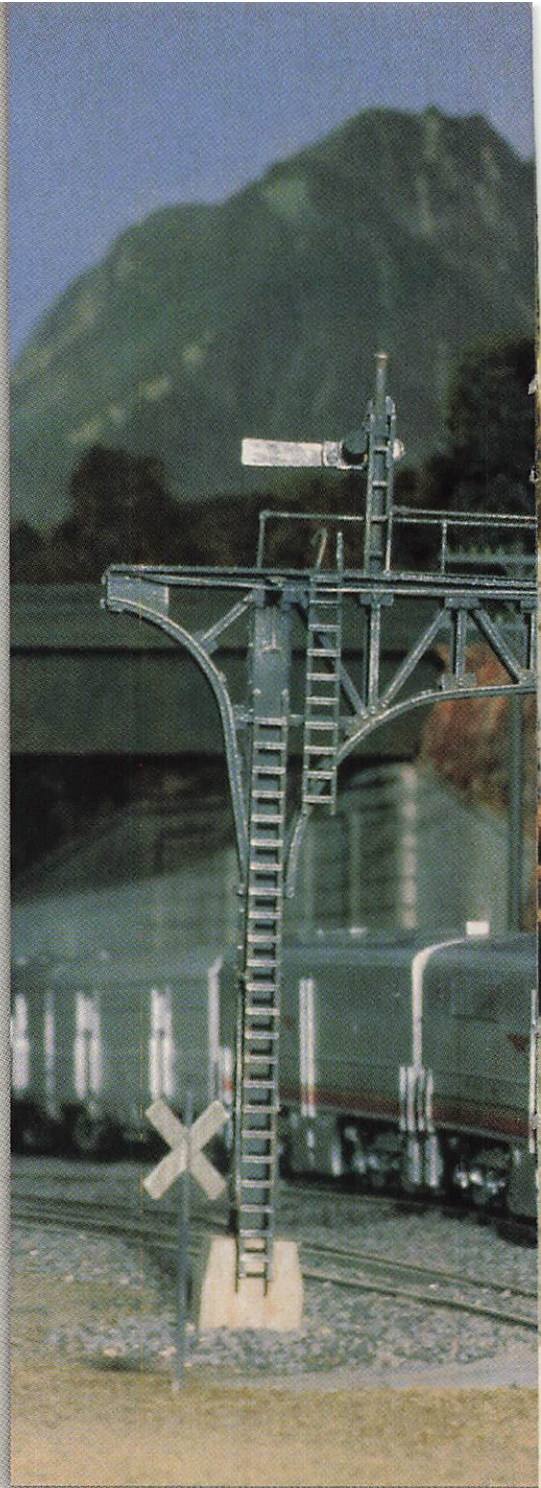
The old-time photo was the most time-consuming. I had to build nearly everything in the scene, and also finding information for this era was more difficult. Fortunately, with the help of several books and magazines and information obtained from the Santa Fe Historical Society's Web site, I was able to assemble the models needed.

I chose a Roundhouse Old-Timer locomotive to pull the Roundhouse 50-foot Overland passenger cars, as the 2-8-0 was a very common locomotive on the Santa Fe in the early 1900s. While the diamond stack had become a rarity by the turn of the century, I felt it conveyed a more forceful vintage mood than the shotgun stack would have. Additional details such as piping, valves, reservoirs, and so forth were added to make the model look more realistic.

I purchased the locomotive in the factory-decorated AT&SF scheme but airbrushed a very fine coat of thinned Polly Scale Grimy Black over the entire engine including the side rods. This gave it a more weathered look while still retaining the AT&SF markings applied by Roundhouse. I've also found that locomotives painted with grimy black photograph better than those out of the box, which tend to disappear into black holes. Final weathering was accomplished with chalks.

For the headlight I simply installed a 1.5-volt bulb and ran the wires back through the engine and tender to the first passenger car where I installed a battery and switch. While this wouldn't do for an operating model, it was quick and easy for my purposes here.

I patterned the station after a Santa Fe prototype in Hulah, Okla., modifying an American Model Builders Santa Fe depot





1950

Route of the Warbonnets

At mid-century lots of changes have come to Sedalia, among them a handsome two-story station built in 1905. (Josh Hoover was still the agent and he and his young family enjoyed the luxurious new living quarters above his office.)

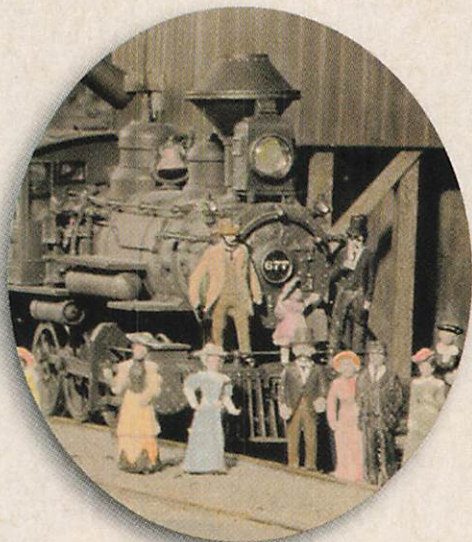
Four young Hoovers rode off to the second World War from here, and one of them, Angus' grandson Jason, never came home. A combat photographer killed on D-Day, he is buried above Omaha Beach in Normandy.

The war postponed the inevitable, but the Santa Fe, along with the rest of the nation's railroads, is completing the transition from steam to diesels as quickly as possible.

This is the golden age of passenger service, exemplified by the Santa Fe's *Chief* and *Super Chief*, but it's destined to last only about twenty more years.

When General Eisenhower is elected president in 1952, he'll urge the construction of an interstate highway system inspired by the Autobahn that he visited in a conquered Germany. Meanwhile plans for a jet passenger airliner are already on the boards at Boeing.

(Incidentally, color photography was still rare in 1950, and we're lucky to have found such a fine specimen where the reds haven't gone orange. Angus Hoover, now 75 years old, took the shot.)



kit to get the correct proportions and painting it in the Santa Fe color of the day, mineral brown.

I made the wooden plank station platform from thin scribed balsa and stained it with washes of an alcohol/India ink mixture. Bits of double-sided tape temporarily secured the wood to the brick platform normally there.

Camouflaging the asphalt roads and parking lot and laying down the 1900-style ballast involved using a fine metal coffee filter to sift real dirt onto the scene. Other areas simply received a liberal coating of Woodland Scenics ground foams.

The 1950 scene

Fortunately, most of the models for the 1950s photo were available from previous backdating adventures. The Alco PA locomotive is an Athearn unit I spruced up with an illuminated top number board, windshield wipers, m.u. hoses, and some styrene to fill in the large pilot gap for the coupler.

The structures include an American Model Builders Santa Fe two-story depot and a Campbell water tank. For the signal, I used two semaphores mounted on an N. J. International cantilever signal bridge. The track ballast was changed to a more '50s look by applying Arizona Rock and Mineral Steam Era Ballast Mix directly over the permanent ballast.

The 1999 scene

This scene is set in the fall of 1999. The fall colors are at their peak and the year, decade, century, and millennium are quickly drawing to a close. Some folks have had their New Year's Eve celebration planned for several years; others are going to stay home just in case the Y2K problem causes mischief.

The locomotive is an Athearn Genesis. The "Amshack" and the prefab buildings were all scratchbuilt. The semaphore blades atop the signal mast have been replaced by modern lighted signals. The tracks have been manicured with clean ballast.

I foliated Supertrees from Scenic Express with yellow, green, and crimson leaves. Rubber grade crossings from Walthers and kitbashed signals and gates (Details West flashers and N. J. International gates) completed the scene. Doesn't it seem a little odd that those beautifully restored classic autos didn't come out of Detroit until several years after the 1950 photo was taken? ☛

An aeronautical engineer, Gary is a superb modeler who also enjoys innovative model railroad photography. His magnificent HO Missouri, Kansas City & Quincy was featured in Great Model Railroads 1994, our annual layout visit magazine.





1999

Sedalia today

The humble "Amshack" serving Sedalia today isn't very impressive, but on the other hand Sedalia is lucky to have rail passenger service at all. Most American towns haven't had any for 40 years or more.

Nearly all the farms around Sedalia are gone, replaced by subdivisions, and the town, growing all the time, is now a suburb of Denver, where most of the modern-day Colorado Hoovers work in offices. Among the exceptions is Mark Hoover, recently retired Amtrak engineer, a grandson of Angus, and a lifelong railfan who took this photo.

Twenty to thirty trains a day pound through Sedalia now, but nearly all are

freights, and most of those are intermodal trains with the containers stacked two high and bound for Chicago. Once nearly done to death by the trucking industry, the railroad has won back much of its traffic with this new, highly flexible mode of transportation.

Who can predict what the next hundred years holds for passenger trains? Maybe in a few decades there'll be no Amtrak at all, through Sedalia or anywhere. On the other hand maybe we'll see 200-mph trains that will put France's TGV in the shade. Meanwhile the equipment we see paused here looks plenty futuristic enough and more than ready to take on a new century.



Build a modern concrete grain elevator

A towering HO structure that occupies little space on the layout

By Jon Gregg
Photos by the author

The traditional wooden grain elevator is fast disappearing from the Western skylines of both Canada and the United States. In its place are giants following new designs and made of modern materials. In western Canada concrete is the principal choice, although there are new elevators built of steel as well.

Here I'll describe how I built my HO model of a 1983 elevator in the farming village of Marsden in east central Saskatchewan. It's located on the Lloydminster branch of the Canadian Pacific Ry. The CP typically visits twice a week – once to drop up to nine empty grain cars and then a few days later to take them away. It takes about an hour to fill each car, and they are moved with a car puller during loading operations.

The elevator has four main components – two concrete silos, the grain handling system, and a combined office/truck unloading building.

Hidden inside each silo is a central 22,000-bushel bin, which is surrounded by ten 5,500-bushel bins. The elevator can handle any local crop, including grains such as wheat and barley, but also oil seeds like canola and flax.

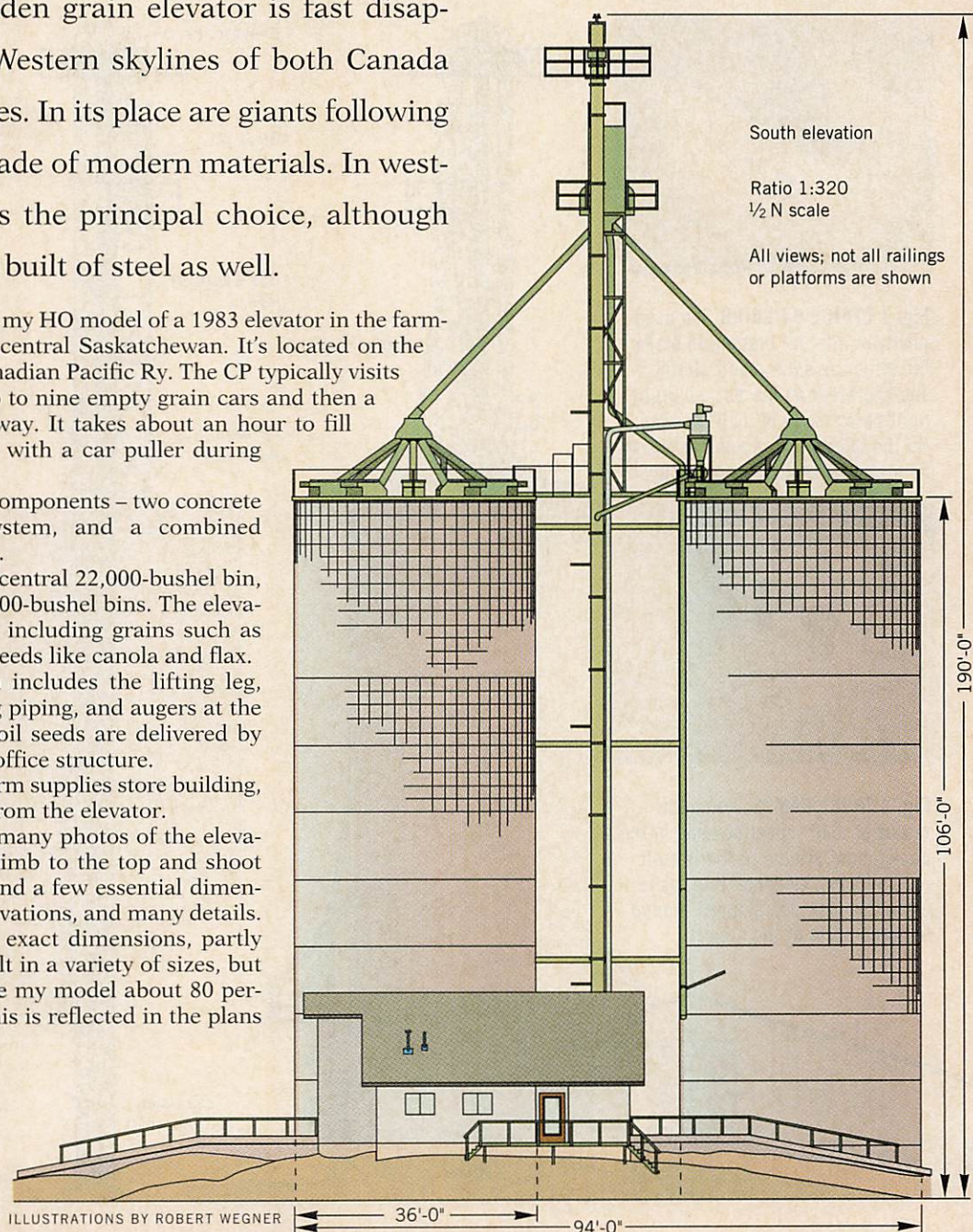
The grain handling system includes the lifting leg, scales, distribution and loading piping, and augers at the base of each bin. Grains and oil seeds are delivered by truck and unloaded inside the office structure.

I also built the garage and farm supplies store building, but it is functionally separate from the elevator.

Before construction, I shot many photos of the elevator. I was even permitted to climb to the top and shoot from there. Using the photos and a few essential dimensions, I drew a general plan, elevations, and many details.

I was not concerned about exact dimensions, partly because these elevators are built in a variety of sizes, but also because I planned to make my model about 80 percent the size of the original. This is reflected in the plans

A prototype in Saskatchewan (inset) inspired Jon Gregg's magnificent HO model. Most of its character comes from the tall elevator leg, which Jon says is easier to model than it looks.



and article and resulted in a very compact structure, but one with major visual impact. It's 165 HO feet high, but will fit into an area just 15" x 17"!

Plans in hand, I cut a base from 3/4" plywood, making it a free-form shape for visual interest as the model, at that time, was not incorporated into the layout. The base has some 3/4" medium density fiberboard (MDF) on the underside for reinforcing.

I also used a piece of MDF for a working base, drawing the major outlines of the plan on it and using it for temporary alignment of the many parts, as well as for a cutting board and general work surface. The material is flat, smooth, friendly to cutting tools, and very cheap.

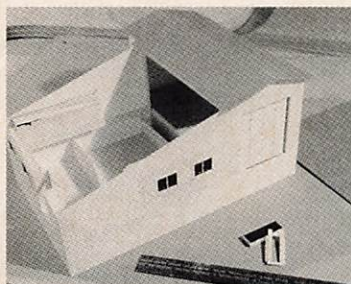


Fig. 1 OFFICE BUILDING. Jon used plenty of internal bracing to make his structure square and sturdy. The two windows are backed up by light boxes made of .020" styrene. (In the foreground is another one to be installed behind the office door.)

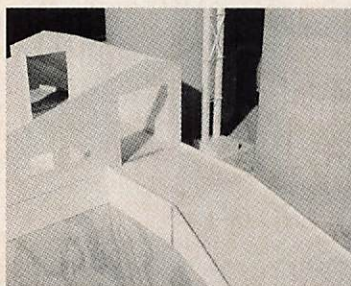


Fig. 2 TRUCK RAMPS. Jon made ramps of .040" sheet styrene. In the background are the partially built leg and silos, evidence that, as is often the case, Jon skipped around between parts of the project.

Office/truck unloading building

This structure is plain and makes a good warmup for the rest of the project. I started with the foundation walls, making them from .040" sheet styrene. You can determine the dimensions from the plans. I made them eight feet high. Corner braces and internal cross bracing ensured the foundation was strong as well as square and flat. You can see some of this construction in fig. 1, even though this photo shows the structure further along.

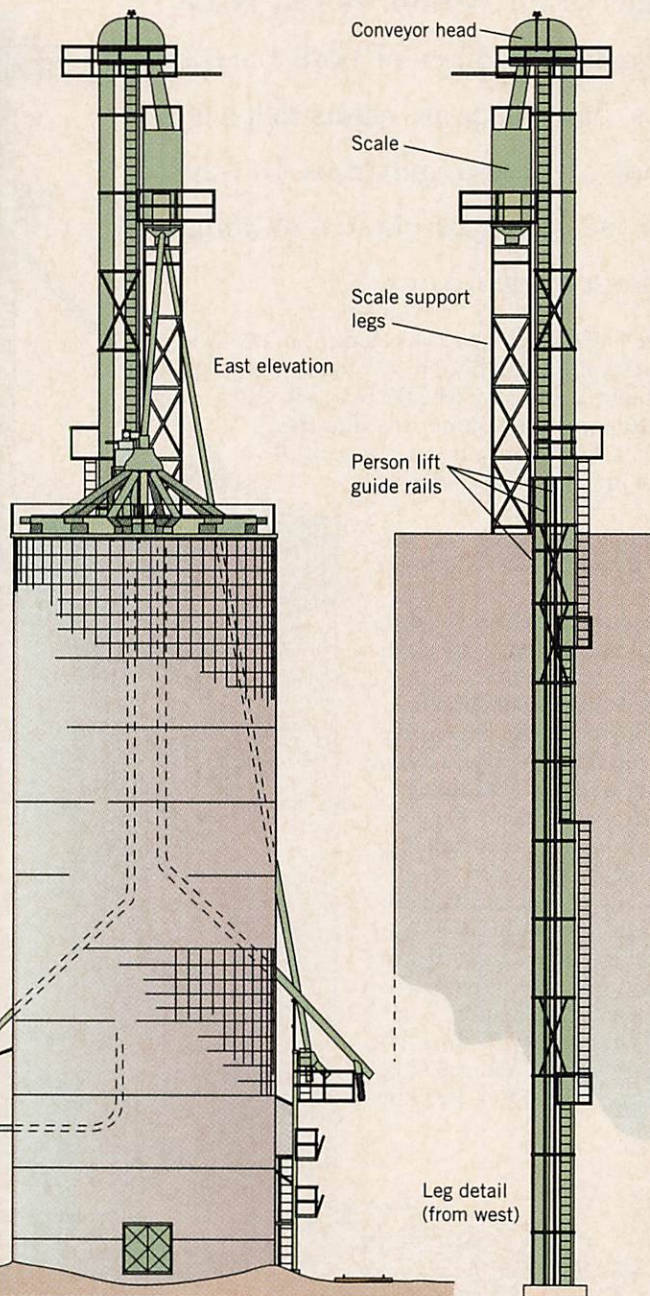
The truck ramps were also made from .040" styrene as shown in fig. 2. Walls of .040" on the outside made the edge curbing.

I cut the building walls from .020"-thick V-groove styrene sheet with .100"

scribing. After cutting in the window and door openings, I framed them with 1 x 2 and 1 x 3 strip styrene and made shallow blackout boxes for the inside of each. These also appear in fig. 1. After plastic glazing is installed in the window openings, the black-painted boxes provide an adequate, non-eye-catching interior finish. I glued the walls in place one at a time, again with lots of bracing.

You could use commercial castings for the truck bay doors, although mine are scratchbuilt. I built them up with styrene strips on .030" sheet styrene.

The roof is Pikestuff asphalt shingle stock. Three pieces are required, and they need to be fitted together carefully to minimize the seams. I finished the roof with styrene soffit and trim.



Bill of materials

Evergreen styrene

179 .100" x .250" strip
219 .025" rod
274 .125" I beam
8102 1 x 2 strip
8103 1 x 3 strip
8104 1 x 4 strip
8106 1 x 6 strip
8108 1 x 8 strip
8202 2 x 2 strip
8204 2 x 4 strip
8404 4 x 4 strip
9006 .010" clear sheet
9010 .010" sheet
9020 .020" sheet
9030 .030" sheet
9040 .040" sheet
12100 .020" V-groove siding,
100" spacing

Microscale decals

87-898 Cargill

Pikestuff

1015 shingle roof (3)

Scale Scenics

3500 MicroMesh

Testor's Model Master enamels

2104 Panzer Interior Buff
2120 Russian Topside Gray
2028 Willow Green
2135 Russian Interior Blue/Green
2143 Semi-gloss tinting white

Tichy

ladder stock
safety cage stock

Miscellaneous

acrylic tubing, 5" o.d.
Alumilite casting resin
black thread
plain decal paper
Plasticast RTV
watercolor paper

To paint the building I masked the windows, then airbrushed the walls a very light semi-gloss gray, the roof black, and the foundation a concrete color. I brush-painted the truck bay doors and the window frames. Final details were the 1 x 4 and 2 x 2 eave troughs, 4 x 4 downspouts, the front platform, and various roof vents.

Silos

I chose 5" outside diameter acrylic tubing to represent the silos. This material is expensive compared to other plastics such as PVC, but it comes in more sizes, and the 5" diameter equals 36 scale feet, close enough for 80 percent of the original's 40-foot diameter. I cut each silo 106 scale feet high.

I was stuck for an idea on how to achieve the concrete texture as well as the pattern of squares left by the forms. After rejecting carving or texturing the acrylic, I settled on wrapping painted paper covers over the cylinders. First I drew a grid of 2" squares on textured watercolor paper with a soft lead pencil and a T square.

Concrete looks different in different lighting and at various distances. It's gray close up and tan farther away. For my basic color I used Testor's Model Master enamels: four parts Russian Topside Gray with four parts Panzer Interior Buff. To make the various shades I lightened this with two, three, and four parts of semi-gloss tinting white. Then I airbrushed on the various

bands, using another sheet of watercolor paper to mask the hard edges.

After the paint was thoroughly dry, I glued the paper to the cylinders using CA (cyanoacrylate adhesive). The seams are hidden behind cables and piping.

The cap for each silo is a double thickness of .030" sheet styrene with a rim of 1 x 8 strip to hide the joint. I left the caps off until after they were detailed and painted.

The access hatches on the sides of the silos were made from embossed .010" sheet, as shown in fig. 3. Their grid pattern, which provides strength, was duplicated by using an eraser to press the thin sheet over a piece of wire. After painting, I glued these pieces on and then added a frame of 1 x 6 strip.

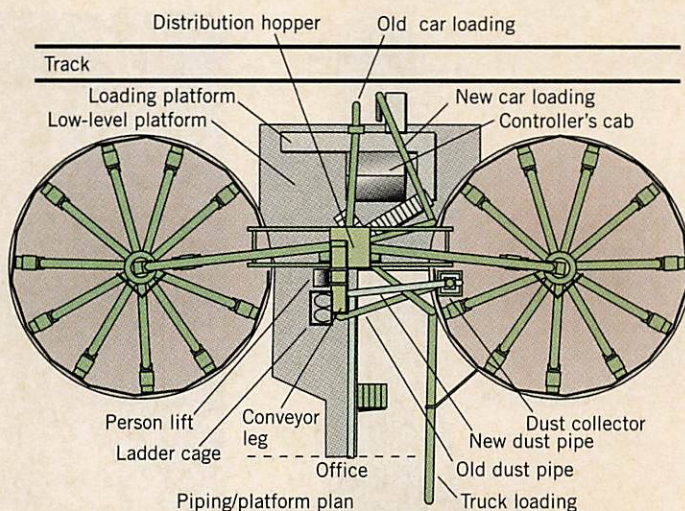
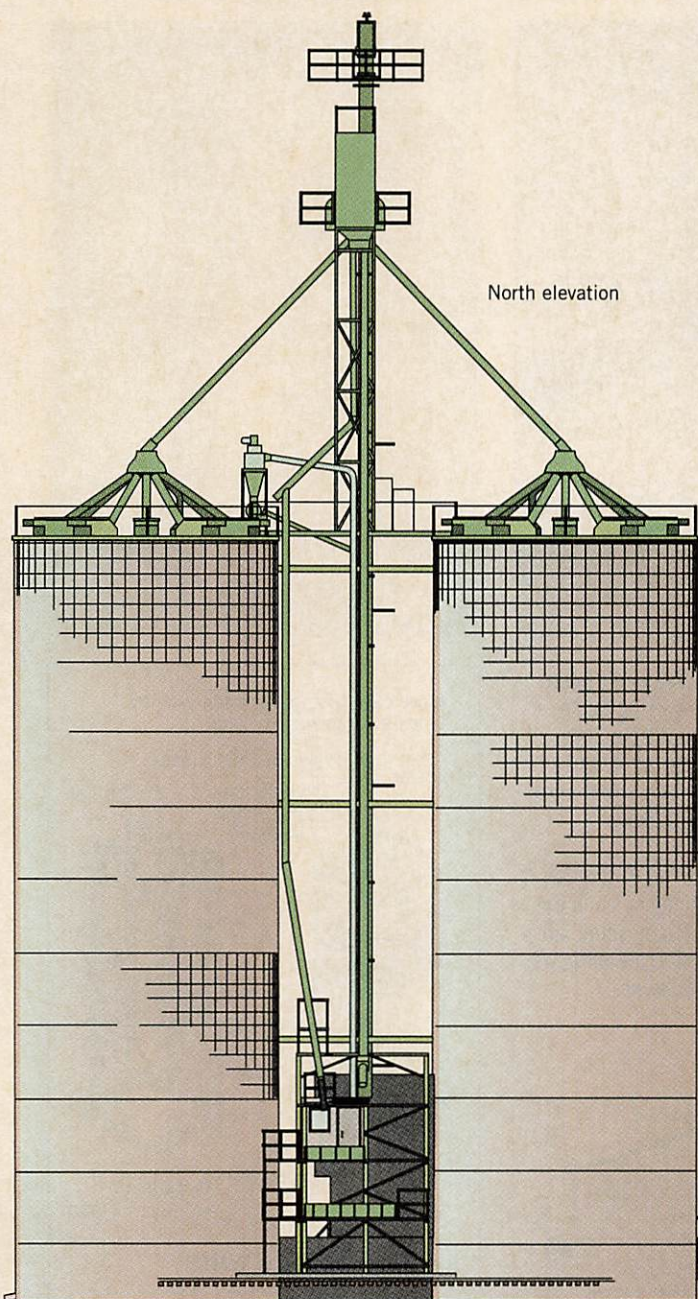


Fig. 3 SILO DOORS. Jon made door panels from .010" styrene, embossing the stamped diamond pattern with an eraser and wire. The materials rest on a prototype photo.

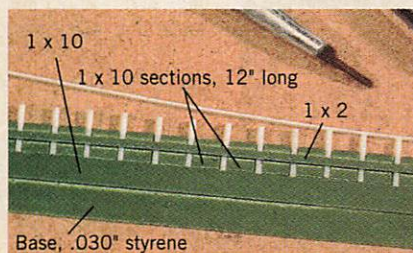
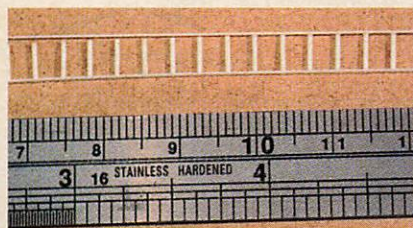


Fig. 4 LADDERS. With Jon's method you can make ladders as long as you want. The ladder jig is made of styrene strips as indicated. Each slot is charged with an 18" length of .020" rod, then the 1 x 3 side rail is glued to the rung ends, using liquid cement and a small brush. Once the cement has set, the half-ladder is removed from the jig and the other rail is added.



A note about the green paint: The mix I used to match the original is a 1:1 mixture of Testor's Model Master Russian Interior Blue/Green and Willow Green. Light green paints are very transparent and require several coats. A gray undercoat helps, but I found most parts needed three coats of paint, whether by airbrush or regular brush.

The large Cargill symbols on the silos came from Microscale's decal sheet no. 87-898. However, the green I was using was very different so I cut away the green from the Microscale logos and just used the white teardrops. Then I painted plain decal paper with my green and cut circles from it.

I applied the green circles first, let them dry well, then added the rest of

the logos. The watercolor paper puckered a little, but flattened after drying.

Ladders, railings, and platforms

Tichy makes excellent ladder stock, and I used it where short lengths were required. However, the elevator leg needs over 160 scale feet of ladder in lengths longer than the Tichy product. I experimented a bit, then built a jig from styrene and painted it green for contrast (choosing green just because it was handy!). See fig. 4.

I cut the 18"-long rungs with my NorthWest Short Line Chopper. After loading these into the jig, I carefully glued a length of styrene 1 x 3 to the extending ends, being careful not to glue the ladder to the jig. After 15 min-

utes or so I removed the half ladder from the jig and glued on the other 1 x 3 rail. Even though I had to make minor adjustments to get every rung straight, I discovered I could make lots of ladder very quickly. I used Tichy safety cage hoops on my ladder stock, with 1 x 2 vertical strips between the hoops.

I also made the railings from 1 x 3 styrene strip. The uprights are 40" tall and generally spaced 5 feet apart. The upper 1 x 3 is capped with a 1 x 2. I made the railings for the tops of the silos flat, then bent them at the posts before gluing them on.

I added the railings to the truck ramps before adding the ramps to the base. I also broke them many times, so I recommend you leave them off until

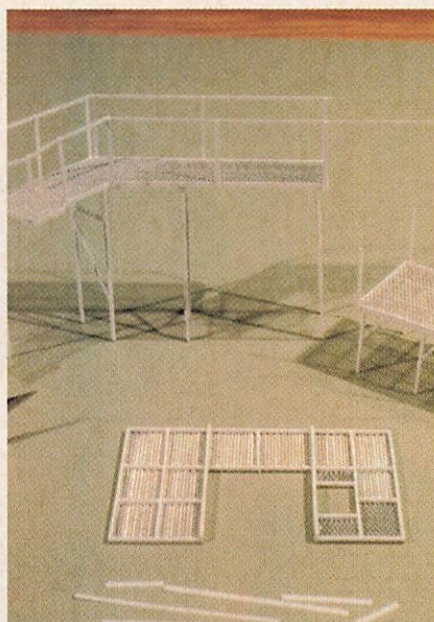
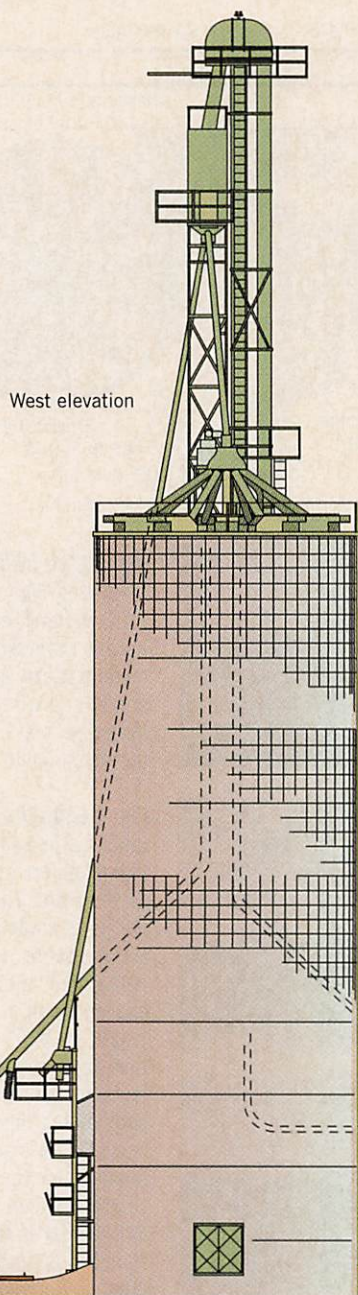
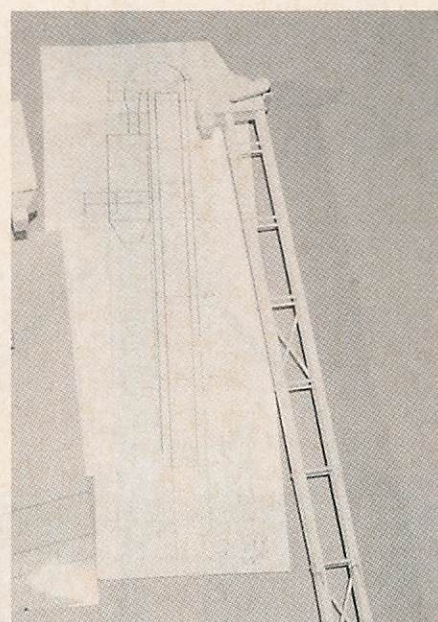


Fig. 5 PLATFORMS. Above: You can't beat the see-through look Jon got using Scale Scenics MicroMesh to finish off his platforms. The framing is styrene 2 x 4. The legs and railings are 1 x 3. This small stock looks tiny, but is very close to scale.

Fig. 6 THE LEG. Above right: The lifting leg is the elevator's heart. Everything to go in the bins is first hoisted to the top by small buckets on a continuous belt inside the uprights. Jon built his leg entirely of styrene.



Make cage first, make frame slightly larger so cage will fit inside

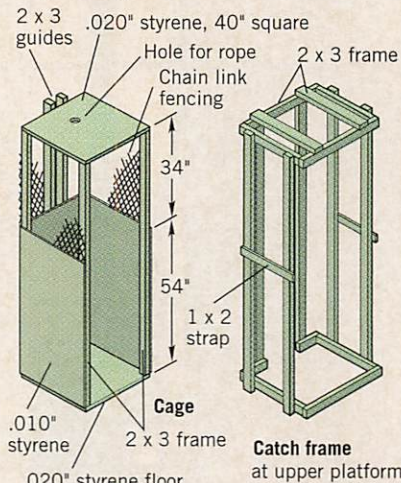


Fig. 7 ONE-PERSON ELEVATOR

the end of the project! Add the other railings to the subassemblies.

The platforms and walkways all follow the same basic construction, as shown in fig. 5. To make the platform bases I laid 2 x 4 styrene strips on edge. Then, using CA, I glued Scale Scenics aluminum MicroMesh over each frame section and trimmed it after the glue had set, using a chopping cut and a very sharp knife blade. I glued 1 x 3 around the edge of each platform to provide a base for the railings.

The leg

This model owes its visual interest to the complex-looking and very tall elevator leg and associated piping. It looks daunting, but I found it easy – just keep

adding parts! Not every last detail is modeled, I confess, but most are, all garnered from the photos.

To make the sides of the leg I used two scale 160-foot-long .100" x .250" pieces of strip styrene, as shown in fig. 6. (You'll need to butt-glue two pieces together to get the length required.) I then added angle stock (made up from 1 x 3) to tie the sides together. Most of the braces are horizontal, but there are a few X braces too.

After the braces were dry, I made a top from sheet stock and various strips to represent the housings for lifting motors and gears. Also I made a base for the leg from sheet stock. The ladder supports were added next, then the vertical rails and I beam which hold the

people (well, actually, person) elevator.

Figure 7 shows how I made the one-person elevator. This is like a stunted telephone booth and is very light. The lifting power is provided by the operator's arms! There's a deadman-style brake pedal and fat soft rope to hoist yourself up 100 feet. The sides are chain link fencing. I found the whole thing very scary and took the ladder.

Next I added the ladders and safety cage, with platforms in between the lengths of ladder. The several runs of electrical conduit I represented with brass wire painted black and attached with CA.

Once I was spending more time repairing the leg than adding new components, I stopped working on it at my workbench, glued it to the plywood base, and attached the remaining details later. These included the platform at the very top, the lifting cranes, the tiny horizontal X braces, and the dust extractor pipe. Look over the drawings and photos for these.

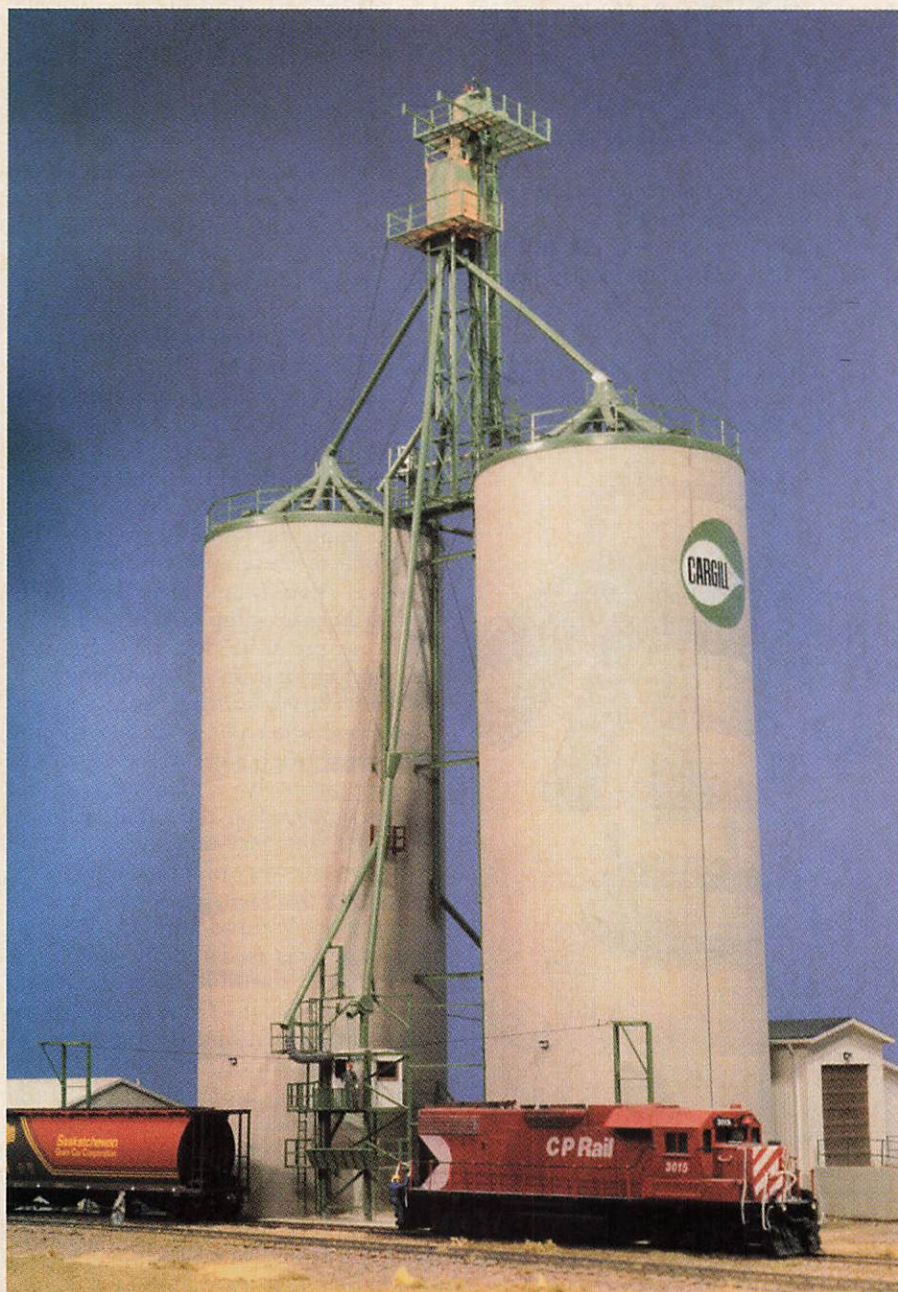
The final item added was the pair of aircraft warning lights at the very top. They are just red-tinted clear plastic on a simple support stand. The leg is braced in position by three I beams which span the gap between the silos.

The scale just below the top of the leg is used to weigh the grain during movement. Mine is a box made of .030" styrene sheet with a pyramid-shaped bottom and round top side vents. The legs beneath it are 1 x 6 and the braces are 1 x 3. The legs sit on a pair of 4mm I beams which also supports the walkway between the two silos. The piping from the scale seems to go all over the place, but the drawings show the correct locations.

I made the dust extractor atop the east silo from bits of plastic and connected it to the office building with an aluminum colored pipe fitted after the leg and buildings were permanently attached to the base.

The control booth is made from scraps of Evergreen and Pikestuff siding and a Pikestuff door. See fig. 8. The booth and the car-loading platform (made from styrene strip) are connected to the office building by a raised platform (also made of styrene).

The end of the car-loading pipe is the flex joint of a straw from a kid-sized



Jon's silos are acrylic tubing wrapped with watercolor paper which was painted before being glued on. He achieved the subtle variations between the concrete bands by spraying on different shades with an airbrush.

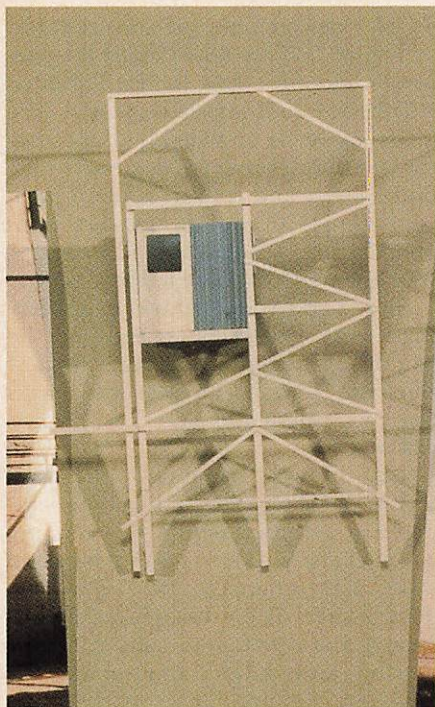


Fig. 8 CAR-LOADING PLATFORM. Left: Jon worked from lots of photos and a few measurements. An operator inside the small control booth oversees car-loading operations. Right: The white (unpainted) parts were added after the major components were attached to the base and then painted by hand. Check out that drinking straw used as the loading spout!

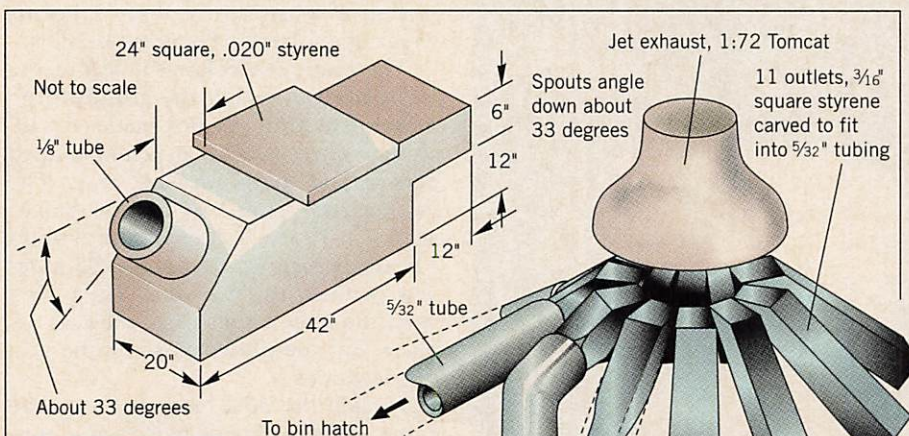


Fig. 9 HATCH MASTER

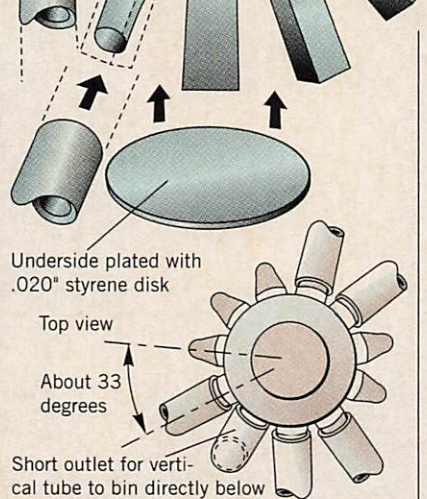


Fig. 10 DISTRIBUTION HEAD MASTER

juice box. The size is perfect, it just needs paint! And be sure a railcar will fit under it with sufficient clearance. I used a National Model Railroad Association standards gauge to make sure.

Piping

The many pipes through which the grain moves are all $\frac{5}{32}$ " tubing which I preprinted in long lengths. From the top of the leg the grain flows through the scale, then down to a specific bin in either silo or to trackside.

At the top of each bin on each silo are inspection and cleaning hatches – 22 in all! As shown in fig. 9, I made one master of a hatch from bits of styrene and then made a mold with RTV (room-temperature vulcanizing rubber). For castings I used Alumilite two-part resin casting material (Alumilite Corp., 315 E. North St., Kalamazoo, MI 49007, 616-488-4000).

I made several good copies, then used those to make another RTV mold with four cavities, thus speeding up the hatch-making process.

This was a new method for me, but one I can recommend for making multiple copies of simple parts. I did end up with many duds – but some practice and careful attention to the instructions improved my results.

I also made a master of the distribution cone at the top of each silo and then made two castings. See fig. 10. For the conical portion I used the jet engine exhaust from a 1:72 scale Tomcat fighter plane kit. Chances are you won't have one of these and will have to get creative. You might find something similar in your scrap box, or you could chuck a piece of $\frac{1}{2}$ " dowel in an electric drill and make a simple turning.

These larger casting were actually easier than the small ones because the resin must reach a certain temperature to cure properly, a temperature not always achieved in the small castings. Alumilite sets very quickly, and while pricey, makes very precise copies.

Joining the 11 hatches per silo cap, 11 pieces of $\frac{5}{32}$ " rod, and the distribution cone was easier than you might think. I was careful to keep everything square and straight. Once I had a single unit, I painted it and then glued it to the silo top with CA. The final piece of pipe joined the top of the cone to the base of the scale.

Most of the other pieces of pipe were straight lengths attached with either CA or styrene cement. For joints between sections I used fine sandpaper wrapped around a length of $\frac{5}{32}$ " pipe to sand a seat in one pipe. The width of the sand-

paper provides just enough space for the glue joint.

Landscaping

I used lots of thick CA to glue the small buildings to the plywood and four short coat hanger wire pins running up through the base to help secure the tall and heavy silos.

To get the proper rail height I added a layer of $\frac{1}{8}$ " cork under the track, being careful there was sufficient clearance for the loading platform. The loading chute should be directly over the roof hatches of a grain car.

All the small details need to be added to the base – the car puller (shown in fig. 11), the safety cable frames, the steps into the office, and the concrete pad in front of the garage/storage building. There's also a pad between the office building, the silos, and the track. For this I used a sheet of .040" plastic with bracing underneath. The leg and walkways were glued to this pad.

Any scale building must be properly worked into the ground. Gaps around or, worse, under buildings will make a model look toy-like. I used small chunks of blue Styrofoam to rough in fills around the office building.

To cover the Styrofoam and the remainder of the base I poured a thin layer of plaster of paris over the entire area and brushed it smooth.

I painted the plaster with a mix of burnt sienna and raw umber poster paints to be sure that no white plaster would show through the ground cover.

For ground texture I used fine sand and silt collected from the elevator's parking lot, sieving out the coarse grains and using only particles less than .25mm in diameter. Anything larger would be a big rock and look out of place. I sprinkled the dirt onto brushed-on diluted matte medium.

The matte medium will darken the dirt considerably. To lighten it again, I waited until it had dried completely, then spread small amounts of dry dirt over the surface, brushing it around with a wide soft paintbrush. Then I removed all the extra dirt, leaving the finest materials behind.

What little vegetation there is I duplicated with Woodland Scenics ground foam, using several colors, from light tan to green, to represent both old and new grasses.

To represent spilled grain under the loading chute and the leg I used whole wheat flour and whole wheat grains milled in a coffee grinder! Use light sprays of water to attach the flour – it will glue itself together. Don't "spill" too

much – this is the elevator's product and they try not to waste it.

Weathering

I like to weather buildings with colored blackboard chalks, both dry and wet, ground on medium grade sandpaper. I use browns, tans, grays, black, and white.

The dry technique is obvious: just brush it on – any slightly nubby surface will hold the chalk.

The wet version is a personal recipe. I mix the chalk with a generous amount of rubbing alcohol then paint the mixture on any surface needing dust. The alcohol will spread the chalk in very fine layers.

One beauty of this technique is that it's reversible. If you don't like the look, just wash it away with more alcohol. If you use methyl alcohol, the chalk is more permanent. I try not to use this technique on models painted with acrylic paints, as the alcohol tends to soften the acrylics.

On this model I chalk-painted all the horizontal surfaces, with special attention given to the tops of the silos. The roof of the office building was done dry and all the extra chalk removed with a soft cloth, thereby highlighting the shingle pattern.

Final details

The guy wires are fine black thread purchased from a fly-tying supply store. They are attached at some places with Grandt Line eyebolts and at others just tied around railings and frames.

The leg control cables are the same material and run from the office building up between the silos, through the supporting I beams, and on to the scale and silo heads. I attached the threads to the office building before gluing the office to the base, then ran them through the I beams at the end of construction. After tensioning each length I glued it with CA, then trimmed away the excess.

You'll want to add car puller lines, also of thread.

This project turned out to be so much fun I'm already working on another modern grain elevator, one made of steel. It should be finished about the time you read this. ☛

Jon Gregg is a technical supervisor at the University of Calgary in Calgary, Alberta, Canada. This is his fourth MR article and the third to cover construction of a large, modern structure. The other two were a plastics plant in the January '93 issue and a concrete plant in our May '98 issue.

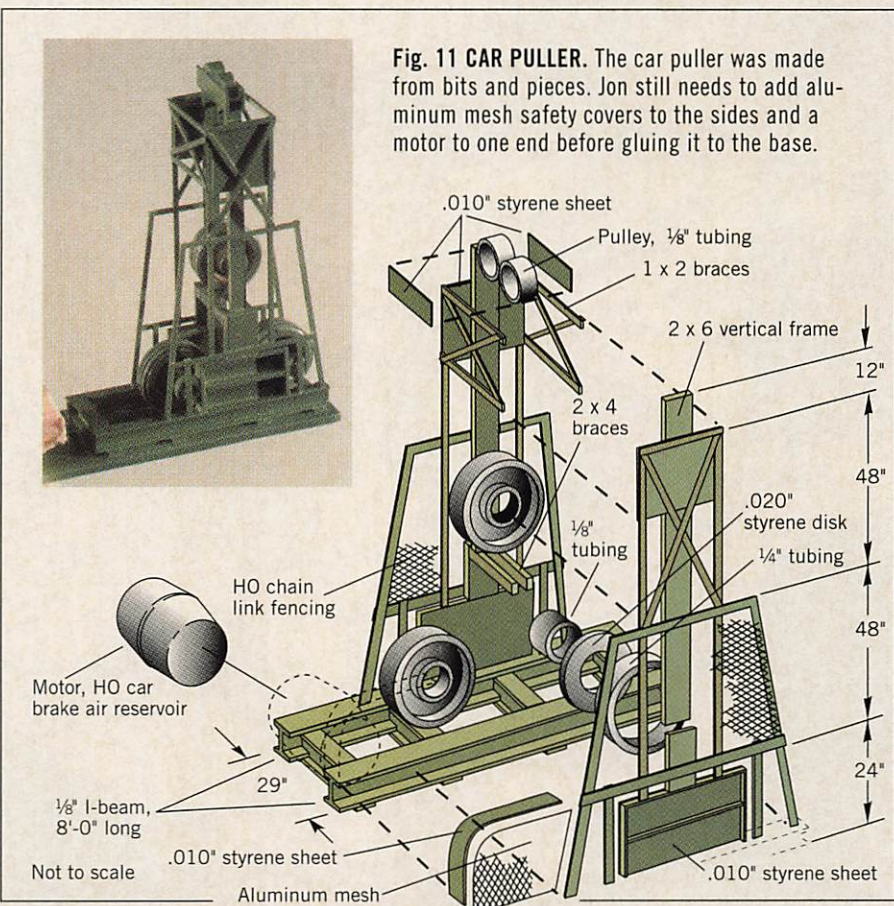
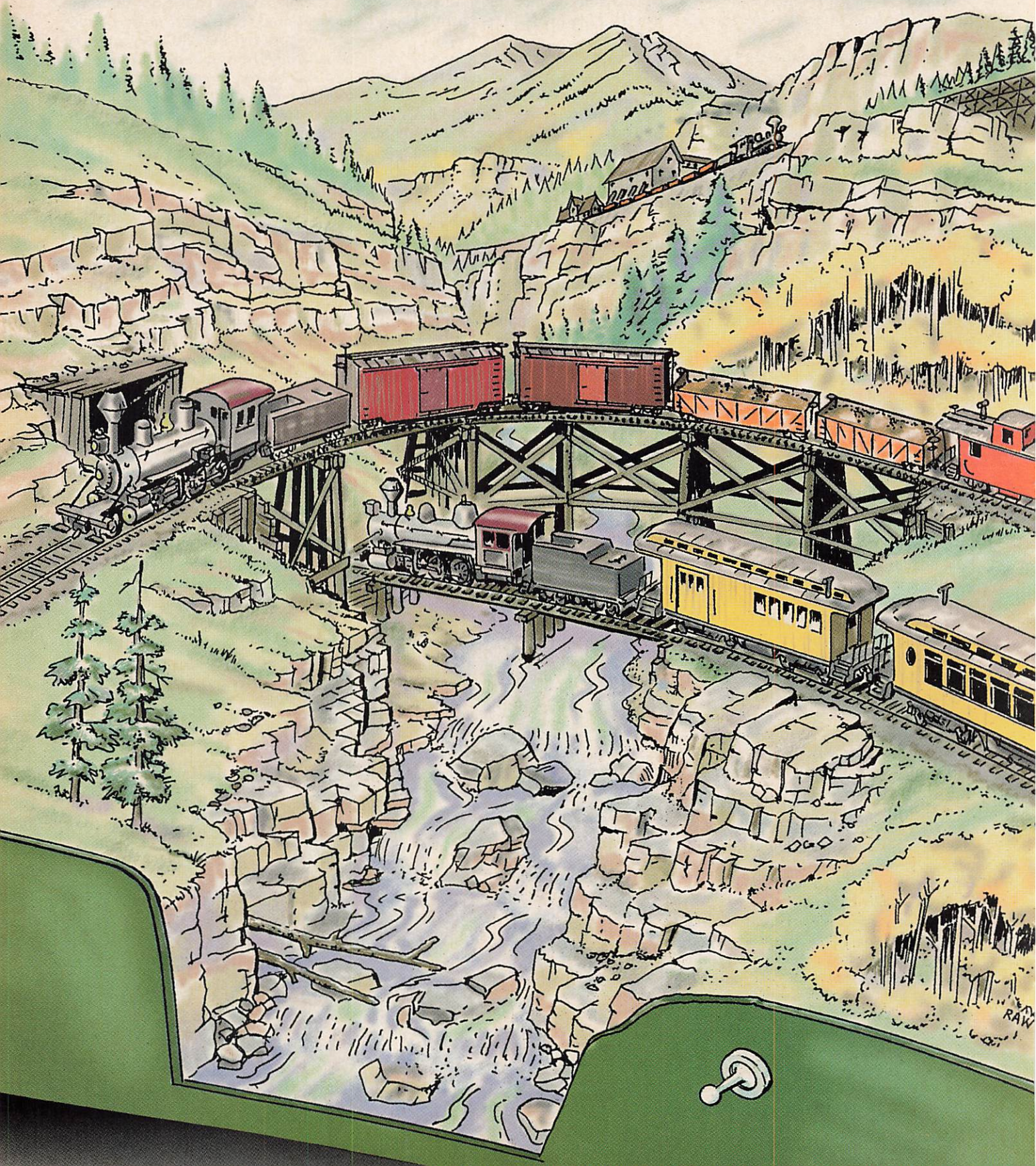


Fig. 11 CAR PULLER. The car puller was made from bits and pieces. Jon still needs to add aluminum mesh safety covers to the sides and a motor to one end before gluing it to the base.

Grand dreams



in 50 square feet



WYOMING STATE ARCHIVES, MUSEUM AND HISTORICAL DEPARTMENT

By Iain Rice

The July '96 issue of **MODEL RAILROADER** featured John Armstrong's magnificent O scale 24 x 36-foot Canandaigua Southern and the Los Angeles Model RR Society's huge 37 x 48-foot Great Lakes & Western. In the same issue's Railway Post Office was a plea from John Simonson of Hyde Park, N. Y. Lamenting a rash of large layouts in MR's pages, John wrote: "Some of us must be content with average-sized rooms and average-sized layouts. Our dreams of grandeur must be compressed into smaller realms, like 5 x 10 feet."

That got me thinking. We hear a lot about 4 x 8s, but really by the time you've allowed enough space to move around a solid tabletop that size, you're actually talking at least 7 x 11, and more like 10 x 14 to be comfortable. For many of us, 10 x 14 is a lot more space than we can hope for, and would be an "around the walls" candidate anyway.

Ah, but we save acres of valuable real estate once we place the operator inside the layout. Designing such a layout in only 4 x 8 is possible – I've done it – but going up to John's 5 x 10 makes this approach much more practical.

I call my approach to center-well operation in small spaces "cockpit design." An opening is formed just large enough to accept an operator comfortably, just as the cockpit of a race car or fighter aircraft is designed around the driver or pilot. In the plan shown here the cockpit is entered through a swing-aside gallows gate carrying the continuous-run track.

Large scale, small models

Casting about for an interesting theme for a 5 x 10 with a cockpit, I lit upon the new Bachmann O scale narrow gauge train sets built to run on HO track. Bachmann markets these as On30; MR prefers On2¹/₂ to be consis-

A plan

for a 5 x 9-foot

On2¹/₂ layout

featuring an

operator's cockpit

It's 1909 and a three-foot gauge ore train poses near Deadwood, S. D., on – believe it or not – the Chicago & North Western.

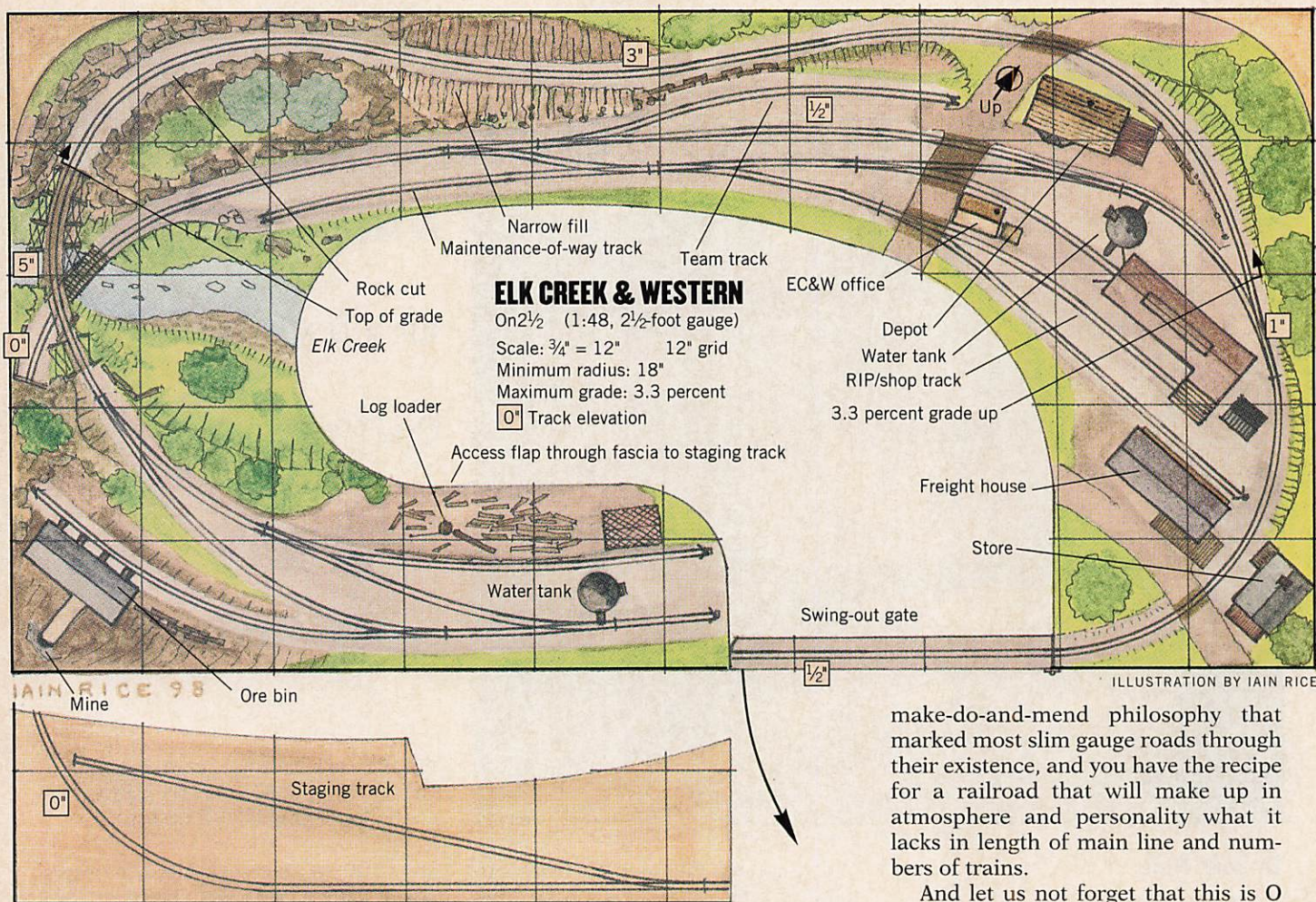
tent with the nomenclature for other narrow gauges. Whatever you call it, the the gauge actually scales out at 31¹/₂".

I know from experience with similarly sized British narrow gauge equipment that the track criteria – curves, turnout leads, and so on – work the same as for HO standard gauge with a bit more allowance for clearances. So any space that can take an HO standard gauge layout will accommodate a slightly more modest affair in On2¹/₂, given due allowance for the greater size of structures.

Peco makes a line of flextrack and turnouts with a more realistic tie size and spacing for this scale/gauge combination than standard HO track.

Right now Bachmann has only a neat 2-6-0 and a trio of passenger cars, but the company has announced a basic selection of freight cars that could be on the shelves by the time you read this. Also cast-resin car kits are available from Design-Tech, 4255 S. Buckley Rd., Aurora, CO 80013; 303-690-0280.

The Bachmann sets are offered in Colorado & Southern or Pennsylvania RR colors. (Yes, the Pennsy did have some three-foot gauge.) The engine is a pretty accurate model of C&S Moguls 21 and 22. The coaches are free-lance but look right to my eye. As the Mogul



runs very sweetly and the set costs only around \$200 including track and a power pack, this is a very good starting point for an adventure in narrow gauge modeling. And all the set components are now available separately.

Mention narrow gauge and most modelers reflect on the scope and splendor of the lines in the Colorado Rockies. Narrow gauge was found all over the country, though, and one unfairly neglected stronghold of three-foot gauge railroading was the Black Hills region of South Dakota, where a maze of lines threaded steep-sided canyons, crossed tall trestles, and ground around sharp curves to scale the mountains and serve lead and gold mines and logging interests. They also carried passengers in smart, short trains of varnish that look very much like the Bachmann models to my untutored eye.

The little Bachmann Mogul is a very typical steamer of its day. Shorn of the characteristic C&S boiler-top air reservoir, with the bell relocated, and suitably tricked out with an oil headlamp and a diamond stack, it could pass for the Black Hills & Fort Pierre's 5-spot.

Narrow gauge bonuses

One of the limitations of a small layout—whatever the scale—is that tight curves are usually the order of the day. Fortunately, the ability to chase its own tail was a key advantage of the narrow gauge, one which made it much cheaper to construct in mountain country. So it's a useful fact that a narrow gauge train turning back on itself through a tight curve doesn't look at all awkward, unlike a big modern diesel trying the same trick.

Flange-grinding curves are part of the character and essence of the slim gauge and a great help to the space-starved modeler—what is often seen as an unavoidable compromise becomes a positive advantage!

Steep grades are another useful part of the narrow-gauge lexicon. The aforementioned Black Hills & Fort Pierre topped 4 percent in places, 36-degree curves notwithstanding. Combinations of grade and curve like that make for short trains, another bonus for the small layout.

Add the trappings of character resulting from the hand-to-mouth,

make-do-and-mend philosophy that marked most slim gauge roads through their existence, and you have the recipe for a railroad that will make up in atmosphere and personality what it lacks in length of main line and numbers of trains.

And let us not forget that this is O scale, *the* scale for detail freaks, so there's a chance for some real knock-your-socks-off modeling to create a layout just loaded with individual touches.

O scale structures really do offer tremendous potential for craftsmanship, and on a small layout like this there won't be room for many, so there's an opportunity to really push out the boat with each one.

One way to measure the success of a small layout design is by the number of enjoyable hobby hours it offers. Not having an endless task list of the sort that comes with a large layout unlocks the possibility of all sorts of rewarding projects, building maintenance-of-way equipment, for example, or detailing interiors or adding lighting.

The Elk Creek & Western

Elk Creek Canyon is for real, a deep, deep chasm with vertical rock walls spectacular enough to look as though they'd been modeled full-size by Malcolm Furlow. The Black Hills & Fort Pierre threaded the canyon on its way from Piedmont to Lead, the trains dwarfed by the serried strata of rock towering above them. Or at least, they were when the track wasn't washed out

by Elk Creek flooding after a storm in the hills – as it quite often was.

This layout doesn't follow the BH&FP other than as general inspiration, but it does try to capture the character of this form of rugged mountain railroading with a due quota of sharp curves, tight rock cuts, fills that are little wider than the ties that sit atop them, and a nice curving trestle.

Besides a continuous run, a branch climbs behind the main yard to cross the main line on that curved trestle and enter a stub-end terminal serving a logging point and a small gold mine. The logs come out as cordwood carried crosswise on bulkhead flat cars rather than big timber on buggies, and the ore goes down the hill in short wooden hopper cars.

The branch is inspired by the Branch Mint line that left the BH&FP at Galena

A C&NW narrow gauge train poses on a fill no wider than it absolutely has to be. We're near Deadwood, S. D., in 1909.

Junction and ran up to the Hoodoo Mine high in the hills. The Hoodoo ore hopper was the original for the tall wooden bin shown here. The real Branch Mint (it was named after a mine) railroad had its own locomotive, a diminutive 0-4-0 shifter very much like Grandt Line's On2 $\frac{1}{2}$ Porter kit.

The stub-end staging track hidden below the upper terminal will hold a Mogul and a short passenger train to keep the main line free for the ore and lumber train if required.

Practicalities

The layout would be best built on conventional L-girder benchwork, making sure there's a stout, well-anchored leg to support the gate. The entry is big enough to admit a wheelchair, and the layout could be operated from one provided the layout height were suitable.

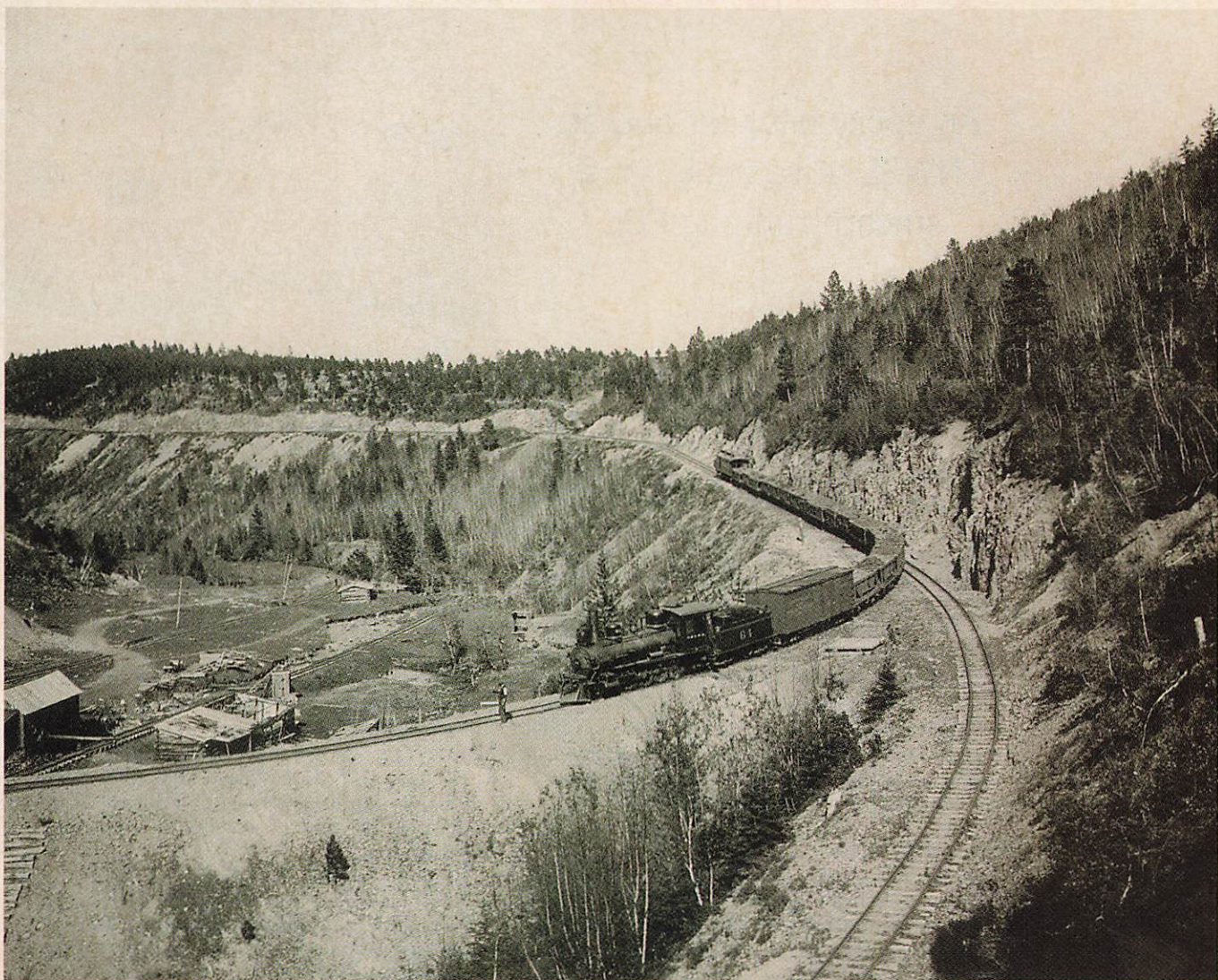
The track called for is Peco On2 $\frac{1}{2}$ flextrack with no. 4 turnouts featuring over-center springs and Electrofrog all-live wiring. They could be manually

operated by just flicking the points with a finger, or by ground throws, or remotely by below-the-table push-rods. The exception is the turnout in staging, which might best be worked with a Peco clip-on twin-coil switch machine.

Wrapping up

This little railroad is about as far as you can get from the Canandaigua Southern, but it does demonstrate that even 5 x 10 offers scope for a little drama and excitement. It won't keep a dozen operators and a dispatcher busy, but then neither does it need half a century of building and development. There's enough here to keep a modeler busy for a year or two, and what the dream may lack in grandeur it makes up for in charm. ☺

Iain Rice is a modeler with an international flair. A Brit, he lives in Chagsford, England, and is equally at home modeling and writing about European or American railroading.



WYOMING STATE ARCHIVES, MUSEUM AND HISTORICAL DEPARTMENT



Building a Boston streetcar

An epoxy body kit and an
NWSL drive make for a
smooth-running PCC

By Harvey J. Simon
Photos by the author

In this installment of my series on building a model of the Boston's MTA, we'll build a trolley car to operate on overhead wire. In 1959 the car roster of the Riverside line consisted entirely of President's Conference Committee cars, commonly referred to as PCCs, purchased from Pullman-Standard. These streamlined cars were designed in the 1930s to compete with the rapidly expanding use of buses. They served on the MTA until the introduction of the LRVs (Light Rail Vehicles) that are in use today. This month I'll describe how I built my Boston PCC models. As a guide to your detailing, there are prototype drawings and information on pages 106 and 107.

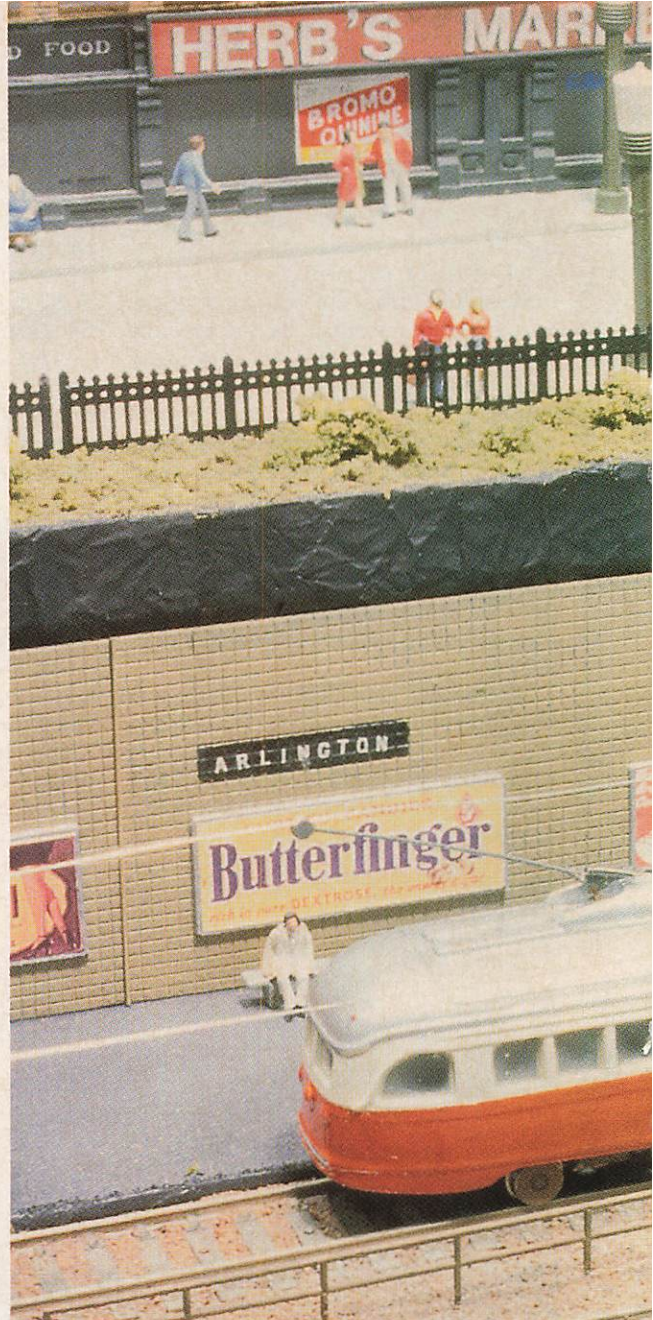
What's available

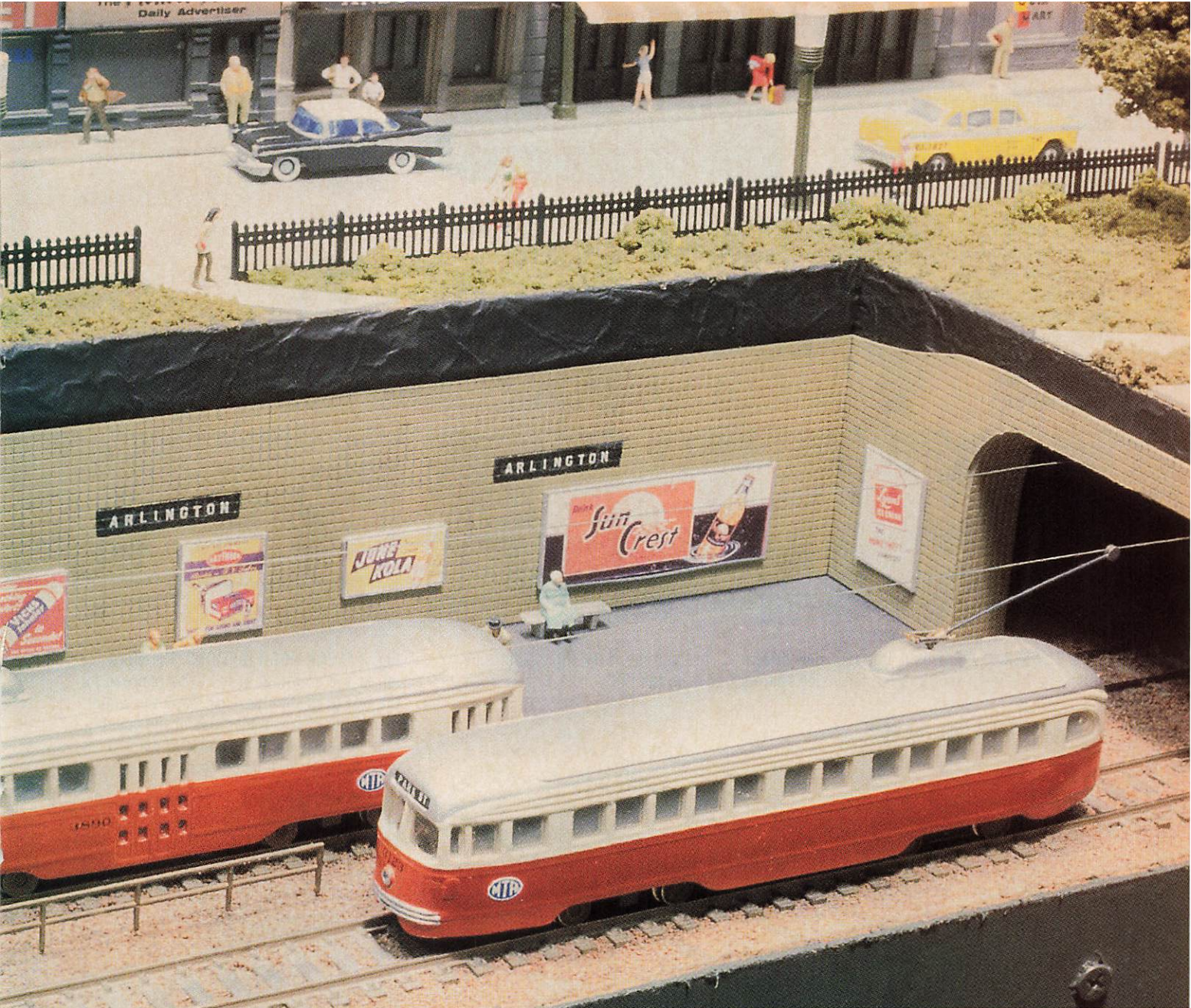
Several PCCs are on the market and a few brass versions have been imported, but none for the most common Boston PCC that I wanted. Depending on your budget, pickiness, and enthusiasm for experimentation, you have a range of options to fill

your roster. The least expensive choice is the Bachmann PCC, but it needs to be modified and rewired for overhead operation. "Two new streetcars for the O'Dell County Traction Co." in the April 1989 *MODEL RAILROADER* describes how to do this on a Bachmann Brill car and offers other good tips on building trolley cars. [Back issues are available; call 800-533-6644. — Ed.]

Bowser's die-cast model costs about \$60 and comes with a ready-to-run mechanism. (Bowser has announced that it plans to offer built-up and painted versions and they also have a new mechanism that will probably be available by the time this article appears.) Bowser also offers individual traction parts, some of which we'll use in the car we'll build.

Both the Bowser and Bachmann cars feature "standee windows," a row of small windows above the main ones. Although the MTA owned some of these cars they did not usually see service on the Riverside line.





My solution, though still not dead-on, produces a reasonably accurate car for about \$125, and if you wish to do more work on the body than I did, it can be made into a very close match indeed. If this price seems high to you, remember you won't be buying any freight cars or other rolling stock. Indeed, I have but three cars, only two of which are powered. (The Riverside line often ran trains of multiple cars.) I should also add that MTS Imports has a resin-body picture-window PCC in the works, which may be available by the time you read this, and some of this style of car did run on the Riverside line.

You'll note from the photos that I built two identical cars, the only difference being their road numbers and destination signs. The color scheme is the tangerine and cream of 1959. When I was building these cars I messed up a set of decals, so one of my cars is numbered incorrectly. For correct numbers see the prototype information on page 106.

Components

The components for my model are shown in fig. 1. It may look involved, but in a few evenings you'll have a good looking streetcar built and running. My car is powered by a NorthWest Short Line PDT (Pretty Darn Tiny) power truck, a terrific little machine that integrates the motor into the truck. It has lots of oomph and has proven to be most reliable. Because the small motors are not currently available, PDTs are out of production. You can probably find one in stock, however, at larger hobby shops. The PDTs came in a range of wheelbases including one designed for PCCs with a 6'-0" wheelbase and 26"-diameter wheels. The 6'-0" spacing is correct, but I had special ordered one with a 6'-6" wheelbase and 26" wheels to match the Bowser trailing truck. The 6" difference is not great so a stock model should look fine.

If you can't find a PDT, Bowser's new drive unit, mentioned above and shown in fig. 2, should be in production by the time you read this.

Two of Harvey's Boston PCC cars meet at Arlington station on his HO scale traction layout. Though not exact models, they capture the look and feel of the MTA.

Fig. 1 CAR COMPONENTS. 1. Q-Car Co. PCC body, 2. floor, 3. NorthWest Short Line power truck, 4. Bowser trailing truck, 5. NWSL wheelsets, 6. O'Toole Lines trolley pole, 7. lead weights. Harvey also used brass bar stock, shim washers, and an assortment of screws, nuts, and wire.

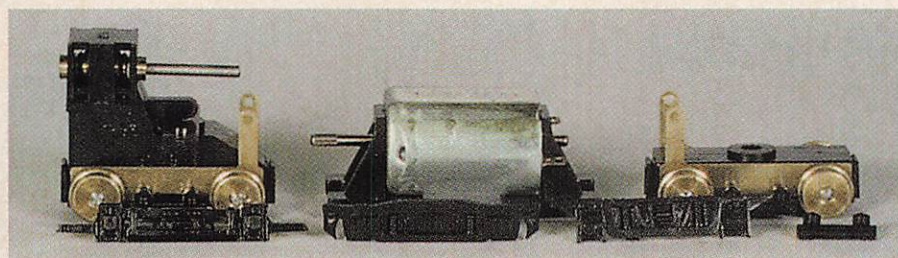
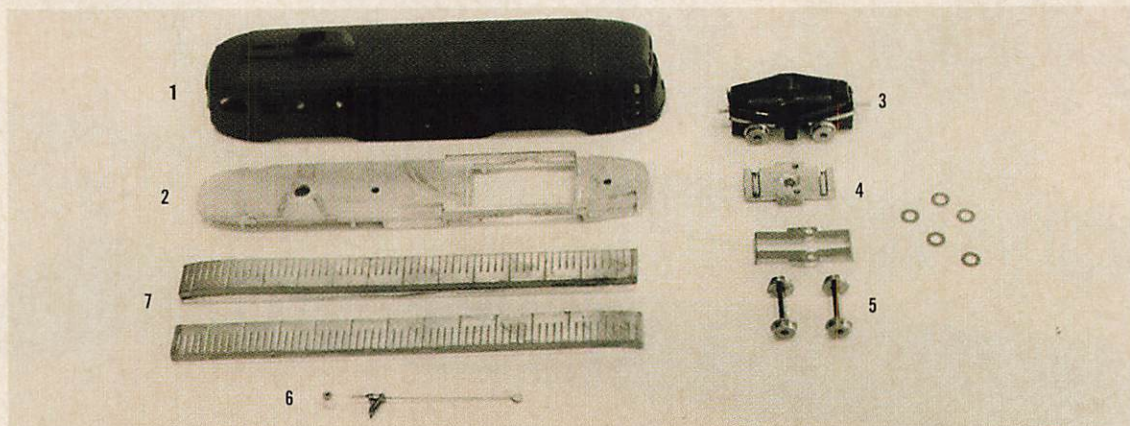


Fig. 2 BOWSER DRIVE. This is Bowser's new drive unit. To the right of the three sideframe options is the brake shoe casting for inside bearing trucks on the PCC.

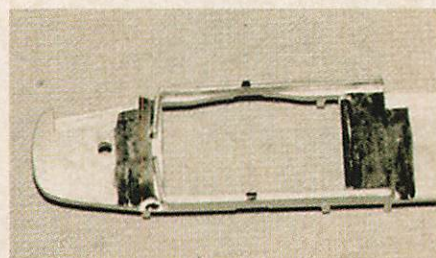
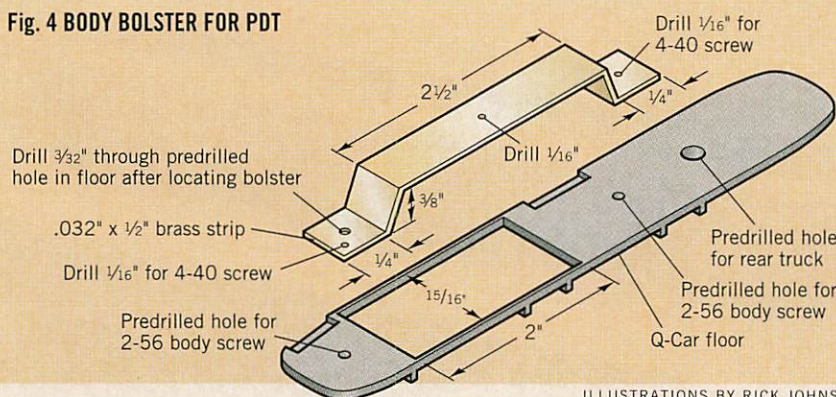
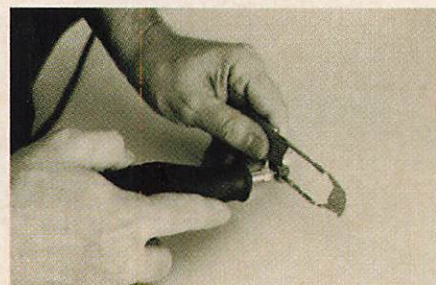


Fig. 3 FLOOR MODIFICATIONS. The black marks the area that needs to be removed for the PDT to fit into the floor. Mark the center line of the PDT on either side of the opening, then cut away the extra material using a carbide cutter in a motor tool.

Fig. 4 BODY BOLSTER FOR PDT



ILLUSTRATIONS BY RICK JOHNSON



As you can tell, like other niches in the hobby, traction modeling sometimes requires a little research to find product lines, so here are a few sources of information about traction modeling. There are two magazines for traction modelers: *Scale Model Traction & Trolleys Quarterly* (P. O. Box 04016, Milwaukee, WI 53204) and *Trolley Talk* (1913 Roanoke Ave. Louisville, KY 40205-1415; 502-451-4693). There's also a traction-oriented Web site, www.trolleyville.com, that features tips, manufacturer information, and links.

Drive train assembly

Car construction falls in two parts: assembling of the floor and power train followed by body prep and painting. I begin with the drive because testing it involves handling the body considerably, so it's better to finish and paint the shell later.

Start by fitting the floor into the shell. It's attached with two screws (supplied). The small tabs inside the body may need to be filed for a

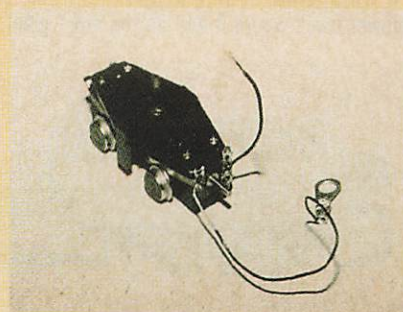
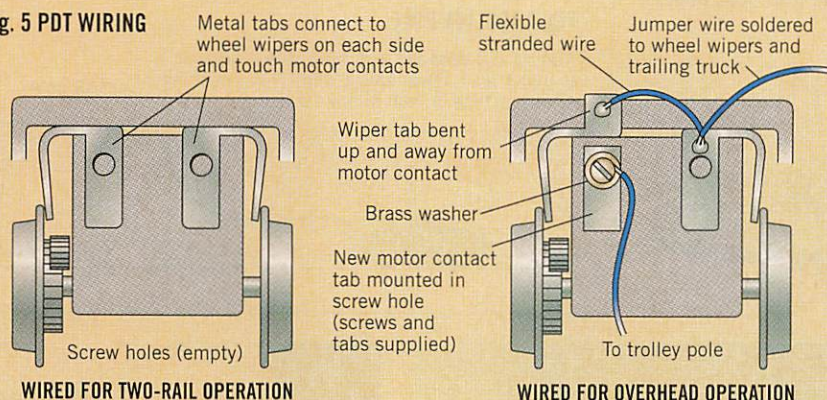
snug fit. I did this with a motor tool at low speed, being careful not to cut through the shell.

We now need to enlarge the opening in the floor to $1\frac{1}{16}$ " x 2" to make room for the PDT. I marked the area to be removed and then used a carbide cutter in a motor tool to do the carving as shown in fig. 3.

The next step is making the bolster to mount the PDT to the floor. The bolster will also serve as a platform for adding weight to the car. To make the bolster cut a piece of .032" x $\frac{1}{2}$ " brass to the dimensions shown in fig. 4. These dimensions aren't critical, but you want the vertical dimension close to what I have so you don't have to use too many spacer washers to level the floor. I bent my bolster to shape with just a pair of pliers.

I next positioned the bolster on the floor and, using the markings shown in fig. 3 as a guide, found the pivot point on the bolster and drilled a $\frac{1}{16}$ " hole for the kingpin. I also drilled two $\frac{1}{16}$ " holes in each end of the bolster for 4-40 mounting

Fig. 5 PDT WIRING



Here's Harvey's PDT wired for overhead operation as in the diagram.

Fig. 6 LEVELING THE FLOOR. A small bubble-level is useful when adding shims. For maximum truck swing, remove the frame around the PDT once the bolster is in place.

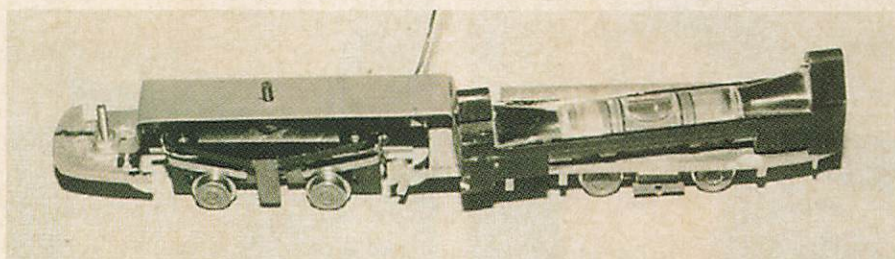
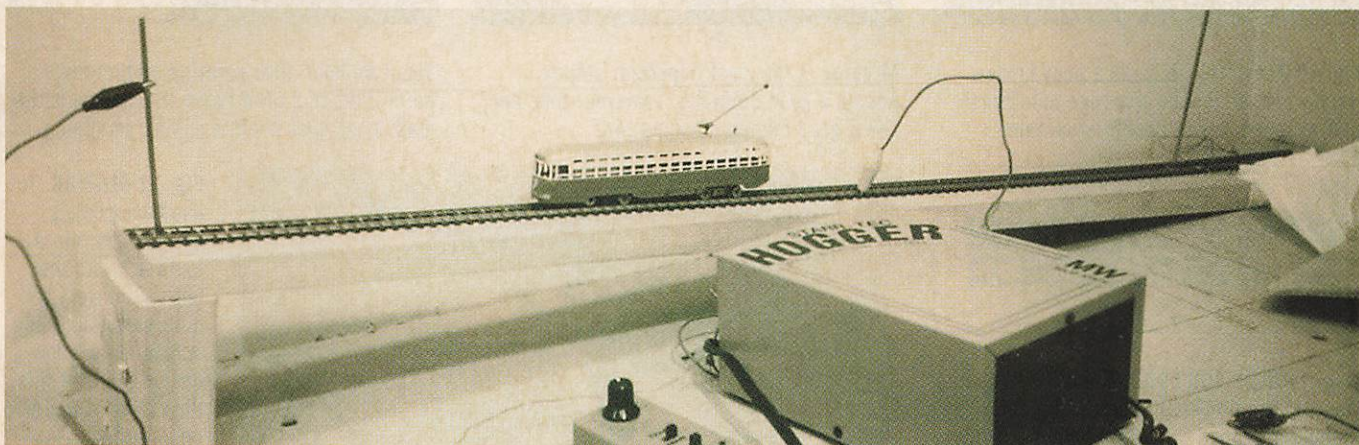


Fig. 7 TEST TRACK. Harvey mounted flextrack to a piece of 1 x 3 which he can adjust to different angles. He added overhead, but you can just clip one lead to the trolley pole.



screws. (I used nuts on the inside of the car to fasten the floor and bolster; you could instead drill the bolster with a no. 43 bit and tap it.)

Note that the front bolster-mounting hole must be off-center to clear the body-mounting screw. By placing the bolster on the floor, which is predrilled for the body-mount screw, you can determine where to locate the other hole. Don't drill a hole in the bolster for the body screw until after the final positioning of the PDT.

The next step is very important. You need to locate the bolster so the PDT is properly centered in the floor opening. To do this apply double-stick tape to the floor about where the bolster will be mounted. Align the pivot hole in the bolster with the center marks on the floor and press the bolster onto the tape. Install the trailing truck in the predrilled hole in the floor and insert the kingpin screw of the PDT into the bolster.

Check that the PDT is centered side-to-side and that the pivot aligns with your marks. If necessary,

unstuck the bolster and reposition the PDT. When it's correctly positioned, mark the floor through the holes in the bolster, disassemble, and drill two $\frac{1}{16}$ " holes in the floor. Now you can drill the $\frac{3}{32}$ " hole for the front body-mounting screw through the bolster.

Before installing the PDT make sure the motor is properly wired for overhead operation. When I ordered mine from NWSL, I specified the wiring requirements; however, if you're buying one from stock it may come wired for two rail. The change is easy to make as shown in fig. 5. Use a circular lug on the lead to the rear truck as a horseshoe-shaped one will eventually come loose and detach during operation.

Put the kingpin of the PDT into the bolster and check if the floor is level as in fig. 6. (As the figure shows, after installing the bolster for the PDT I removed the sides of the floor on either side of the PDT for maximum swing of the truck.) If the front end is low add Kadee shim washers between the

Fig. 8 WEIGHTING. Adding weight to the bolster puts it directly above the power truck where it will do the most good.

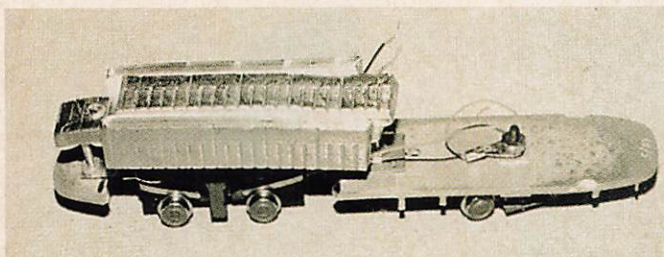


Fig. 9 TROLLEY POLE

Run no. 32 stranded wire from pole to motor lead. Cover splice with electrical tape or heat-shrink tubing

Plastic bushing

SAS pole

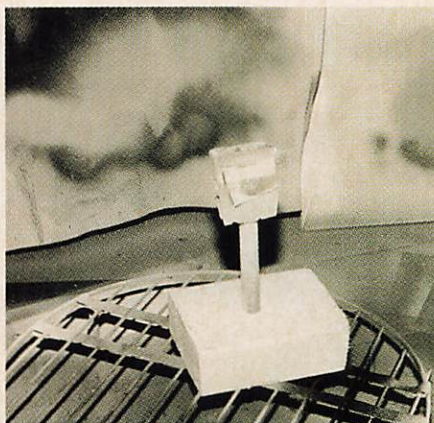
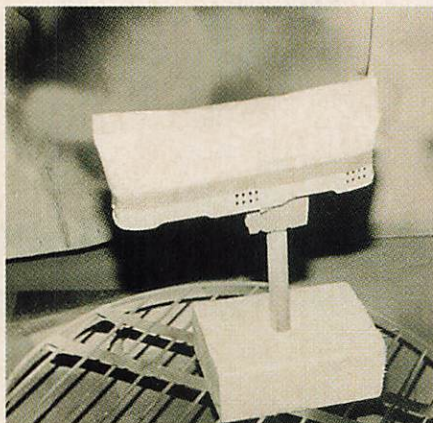
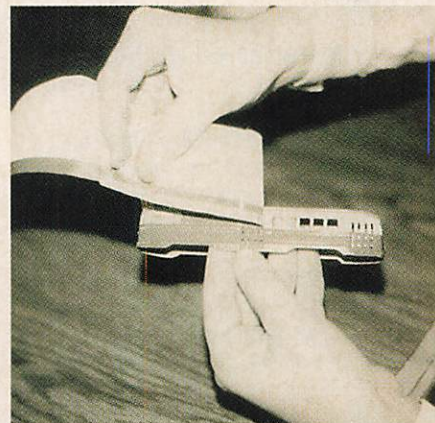


Fig. 10 PAINTING. To make a body holder, Harvey cut the top off a sponge paintbrush and wrapped it with double-stick tape.



Masking is the most important step to ensure a good paint job. Take your time and use a good quality masking tape.



About an hour after painting, before the paint dries to a hard finish, Harvey peels the mask back over itself, avoiding smudging.



Fig. 11 BLUE EGG LOGO. These HO logos can be copied onto decal paper with a color copier or sanded thin and applied directly.

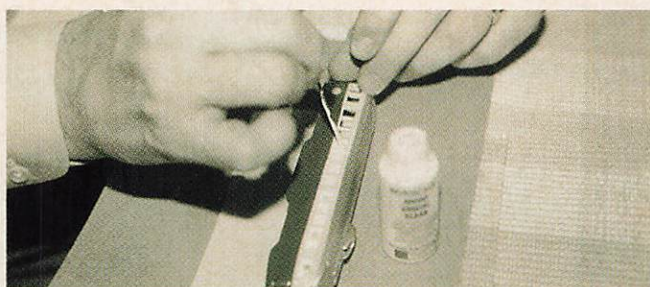


Fig. 12 GLAZING. To use Microscale's Kristal Klear dip a toothpick into the bottle and work the material around and across the window opening until it fills, then allow it to dry undisturbed.



PDT and the bolster. If the bolster is too short, making the front end sit high, you can add washers or sheet brass between the bolster and the floor. If you have to add many shims in either location, you should probably make a new bolster. Once the floor is level, secure the PDT with the nut provided.

Performance tuning

What we're talking about here is adding weight. A few extra ounces will improve the car's performance significantly, and in fact the weight is essential to enable it to handle the steep grades. I built a small test track, fig. 7, to check the car's performance on grades. It's much easier to make adjustments at the workbench without running back and forth to the layout.

I used lead stick-on weights mounted to the bolster to increase traction as shown in fig. 8. These weights have double-face tape that makes installation easy. For my car, I started off with two pieces

stacked vertically. You'll need to drill out the weights with a $\frac{1}{4}$ " bit to clear the kingpin and hex nut. I thought the double stack would be sufficient but found during testing the car couldn't climb the hill out of the subway. I added two side weights, bringing the car to about six ounces, and then it tracked beautifully over the whole layout.

Body prep

Before final detailing and painting you need to install the trolley pole. The pole may be the most important part of the car for it serves as the only contact point to complete the electrical circuit from the rails through the motor and back to the overhead. I have experimented with different poles and have found the SAS poles supplied by O'Toole Lines to be very reliable.

This pole has a strong spring that provides ample tension against the taut overhead thereby producing the best conditions for smooth operation. You may notice that this pole has a larger-

than-scale trolley wheel, but the large wheel helps keep dewirements to a minimum and I think it's a good balance between appearance and operation.

The pole comes with the necessary parts to fit it to the Q-Car shell. The base of the pole is seated in a plastic bushing that fits into a hole on top of the shell. You'll need to run a wire from the metal base of the pole to the overhead motor lead as shown in fig. 9. After the pole is attached and turning freely, test the car using an alligator clip lead to the pole.

Now remove the pole and get the body ready for painting. The Q-Car shell requires little preparation unless you want to make major modifications to more closely match the Boston PCC cars. If you do, the prototype information describes the major spotting features of the Riverside PCCs and suggests modeling approaches.

My alterations were limited to removing the dividing bar in the front destination sign opening and adding a thin piece of stripwood to make a destination sign in the side window ahead of the center door.

I also checked for any flash in the windows or at the edges of the body (there was very little) and trimmed it off with a hobby knife. I then filed or sanded the area to a smooth finish. Finally, I washed the shell in warm, soapy water and let it air dry.

Painting

Just as I took a good-enough approach for the general detail on my car, so too I opted to simplify the paint scheme and skip the maroon and black striping separating the primary body colors of tangerine, cream, and silver. I figured better to do a nice job on a simplified scheme than mess it up with bad lining. On the other hand, if you're up to the challenge, the added striping looks nice.

I use spray cans for all my painting as I find an airbrush too time-consuming to fuss with. Luckily there are several manufacturers that offer enough variety to get a reasonable color match. I chose Model Master German Metallic Silver and Light Ivory for the roof and window area and Boyd Sunburst for the tangerine (Polly Scale SP Daylight Orange looks like a good choice in model paint).

My painting sequence is shown in fig. 10. I used a cheap sponge paintbrush to hold the carbody during painting. I first sprayed the car with gray primer, which I then let dry for several days. Then I began painting the body by spraying the roof with the silver. I let this dry about a day and then applied masking and sprayed the Light Ivory on the upper body. I finished a day or two later by masking off the upper body and spraying with the Sunburst on the sides.

Decaling comes next. I used Microscale railroad roman 6" black numerals for the road numbers and Walthers railroad gothic 4" white letters for the destination sign above the front window and 3" ones in the side window. These small signs were worth the effort, but a pain in the neck to make. I've since discovered that Custom Traxx makes Boston destination sign decals and even decals to put the bolt detail on the car wheels! The company also expects to have a full MTA set available

Parts list

A-Line

13000 1/2" x 1/2" x 3/16" weights

Bowser

PCC dummy truck parts
191 1/8" x 5/16" x 1/32" fiber washers
440 4-40 nuts
1206 PCC gear retainer
1207 frame trolley trailer truck
1219 insulating bushing
256031 2-56 x 3/16" roundhead screws
440082 4-40 x 1/2" flathead screws

Boyd spray paint

Sunburst

Custom Traxx

P. O. Box 6411751
West Los Angeles, CA
90064-1175
traxx@earthlink.net

ACT-995 PCC dress-up decal set (includes wheel bolt detail, taillight lenses, and more)

ACT-3200 PCC destination signs - Boston

Kadee

209 .010" fiber spacer washers

Microscale

MI-9 Kristal Klear
87-69-2 railroad roman black letters and numbers

NorthWest Short Line

7011-4 PDT with 26" wheels and 6'-0" wheelbase (out of production but check hobby shops)
7122-4 26" 110 wheels for PCC cars

O'Toole Lines

25445 Highland Rd.
Richmond Heights, OH
44143-2520
216-383-1281
otooleline@aol.com

SAS trolley pole

Q-Car Co.

7018 Littlecreek Rd.
Bangor, PA 18013
(SSAE for reply or order HO scale catalog \$1.25, O scale catalog \$3)

HCS06 PCC floor
SF501 PCC Body

Testor's Model Master paints

2909 Light Ivory
2914 German Silver Metallic

Walthers

934-806108 no. 8 white railroad gothic

soon. In the meantime you can use the MTA "blue egg" logos printed here, fig. 11, and photocopy them onto blank decal paper, or just cut them out and do as I did. I printed the logo on standard paper then sanded the backside very thin and glued them onto the car. The finished effect is not quite as good as a decal, but still quite effective.

Glazing

On the advice of a local hobby shop owner, I used Microscale Kristal Klear for the window glazing, a new technique, for me. Figure 12 shows the process. Although it looks clear when dry, because this "glass" is quite thick you can't really see through it so it provides the additional benefit of also concealing the lack of interior detailing.

I completed the model by painting the face of the wheels rail brown.

All that's left is to reassemble your car and wait patiently for next month when we'll hang the overhead wire and you can finally enjoy some running on your layout. ☛

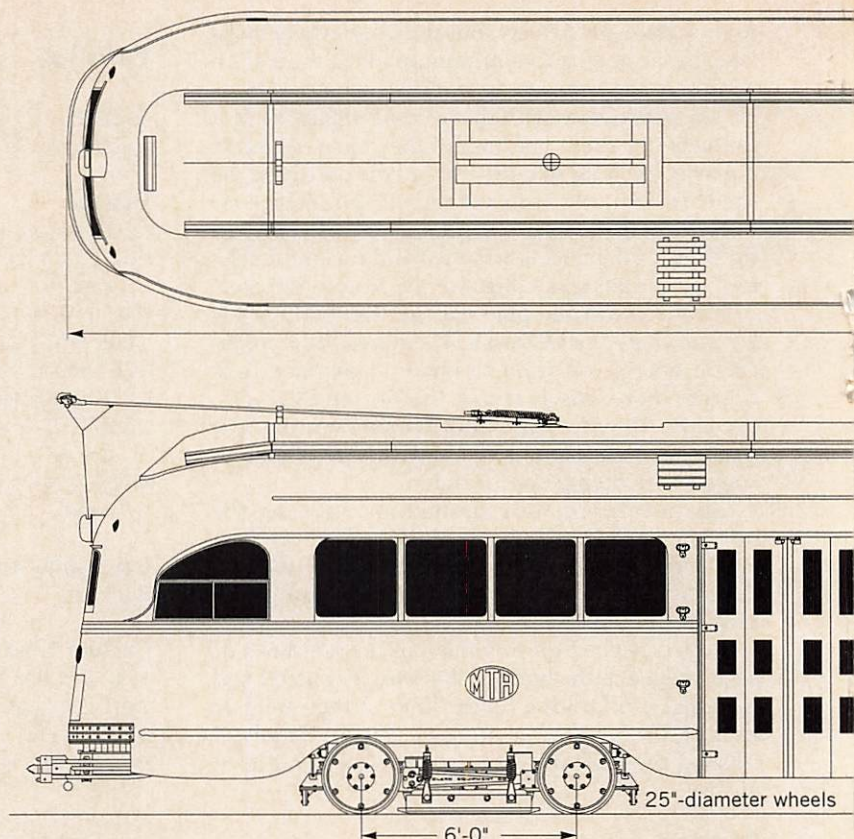
BOSTON'S PCCs

The prototype drawings by Joseph Zen-Ruffinen represent the most common version of the PCC cars that served Boston's Metropolitan Transit Authority. This particular car is part of the group numbered 3241 to 3271, which were known as Wartime cars though they were built by Pullman in 1946. The cars are virtually identical to the 3002-3021 (except 3010) series built by Pullman in 1941 and 3272-3321 (Pullman 1951).

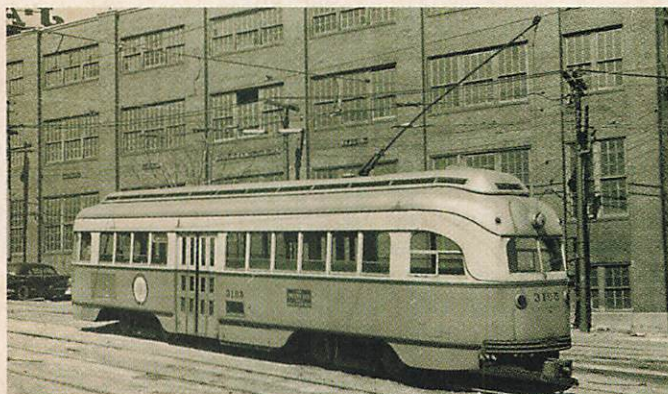
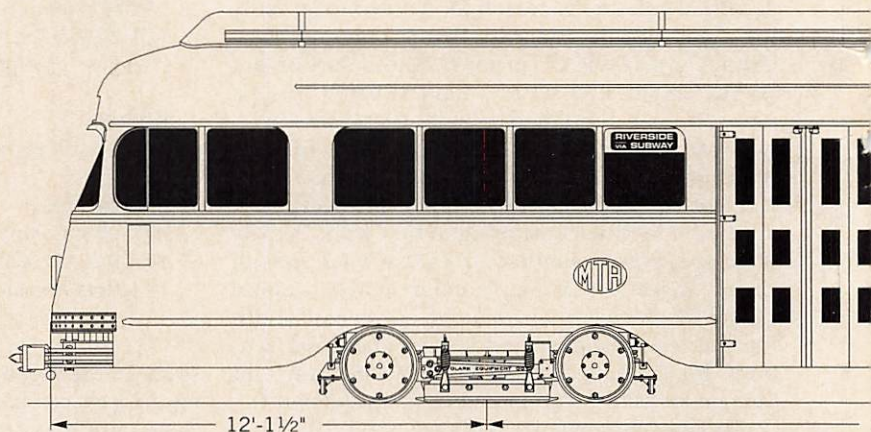
Beginning in 1960 the Riverside cars were required to have airhorns and the roof-mounted headlights visible in the photos. The most obvious spotting feature of the Pullman PCCs versus their counterparts built by the St. Louis Car Co. (the basis for the Q-Car model) is the lack of ribs just above the window line. These could be removed from any of the shells with some careful filing.

In addition, there are two distinguishing features of the MTA's PCC cars: the large fan housings on the roof and the left-side center door. The fan housings could be carved from balsa or styrene. (Note that the third car in train with 3246 does not have the extended fan housing.) The left-side door was necessary for subway operation. Probably the easiest solution would be to transplant the center door from a Bachmann shell, though you could also build one from styrene strip. Note that the left-side door is not directly across from the right-side door.

Beginning in 1957, the MTA began repainting its cars from a light-orange and cream scheme to tangerine and cream. Repainting wouldn't be completed until 1963, but all the cars serving the Riverside line were tangerine. The tangerine is separated from the cream by a 3" maroon stripe and there is a thin (about 1") black stripe that follows the weather stripping above the windows and below the windows. Another thin maroon stripe separates the upper border of the cream from the silver roofs. — *George Sebastian-Coleman, associate editor*

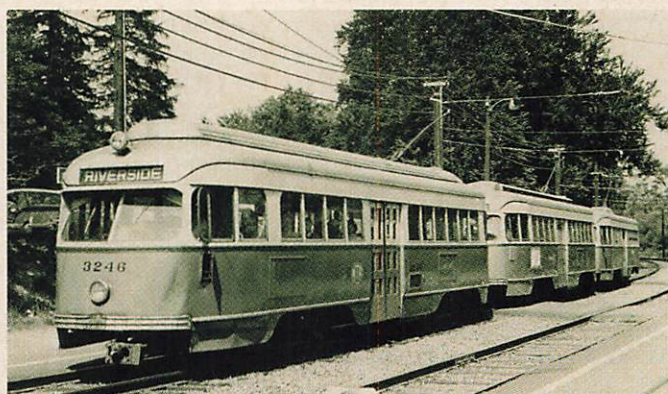


Ratio 1:64
S scale



PROTOTYPE PHOTOS: EDWARD A. ANDERSON

This rear view shows how the silver roof paint and thin black stripe dips down to cross just above the rear window.

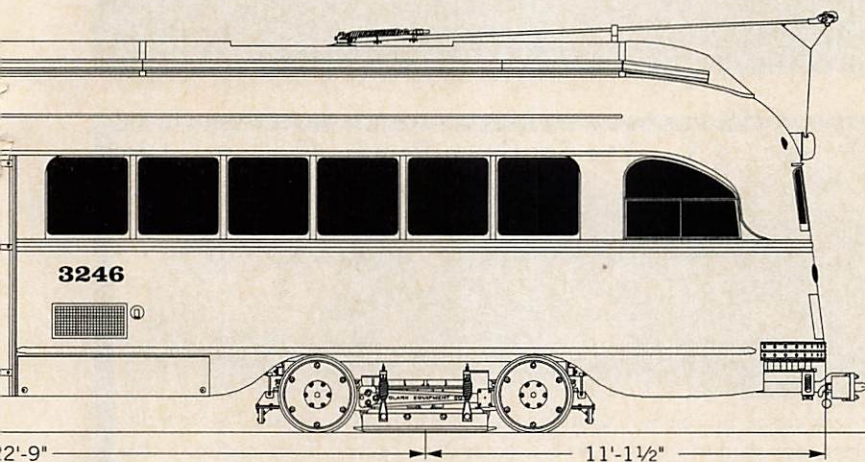
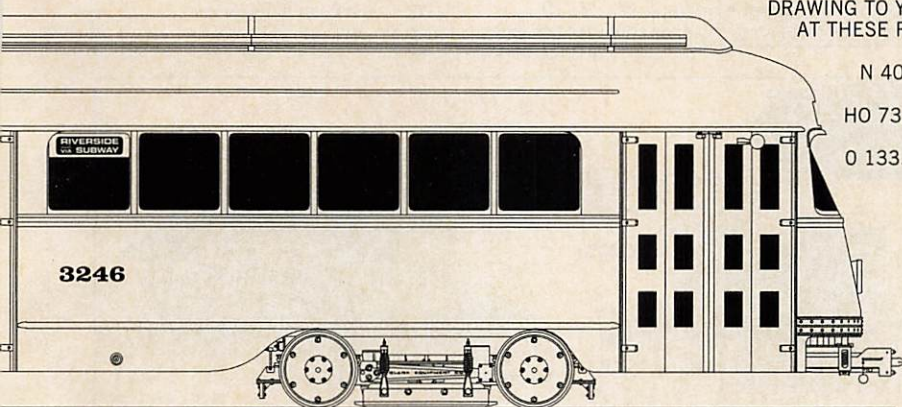
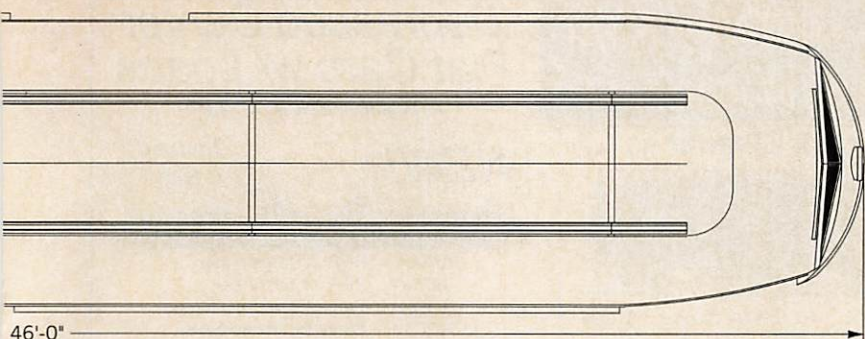


Car 3246, the subject of our drawings, heads a three-car train in June 1961. The third car doesn't have the extended fan shroud on the roof.



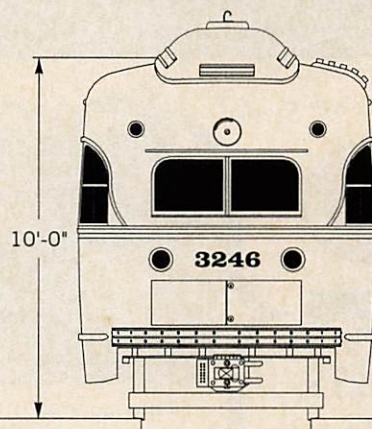
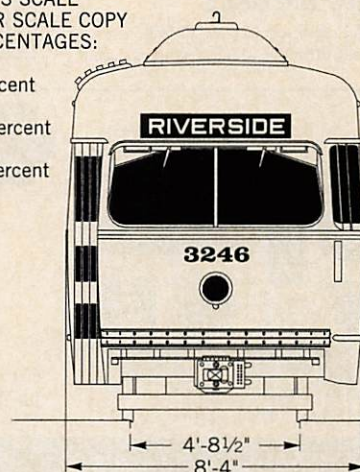
Drawn for MODEL RAILROADER Magazine by
JOSEPH ZEN-RUFFINEN

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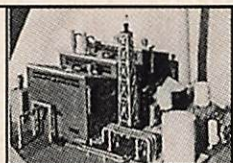
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Car no. 3243 had just arrived at Riverside station when Ed Anderson snapped this photo on March 18, 1962.



At Park Drive a two-car train emerges from the subway section of the line that necessitated the unusual left-side doors on Boston PCCs.



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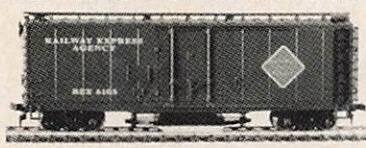
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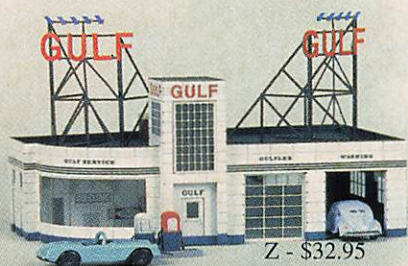
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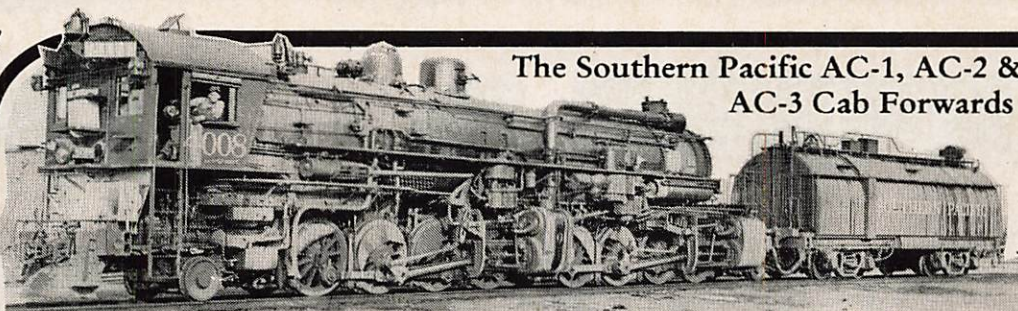
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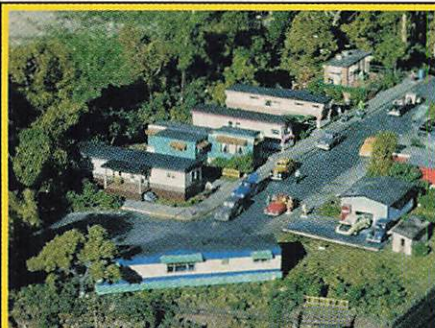
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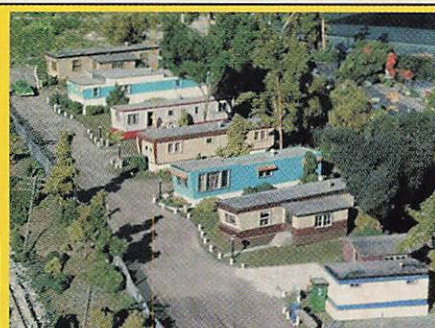
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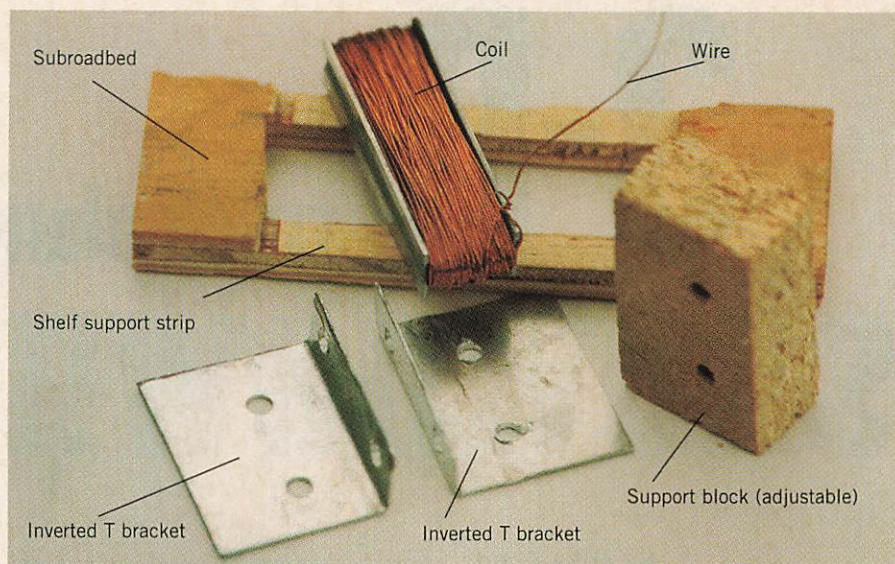
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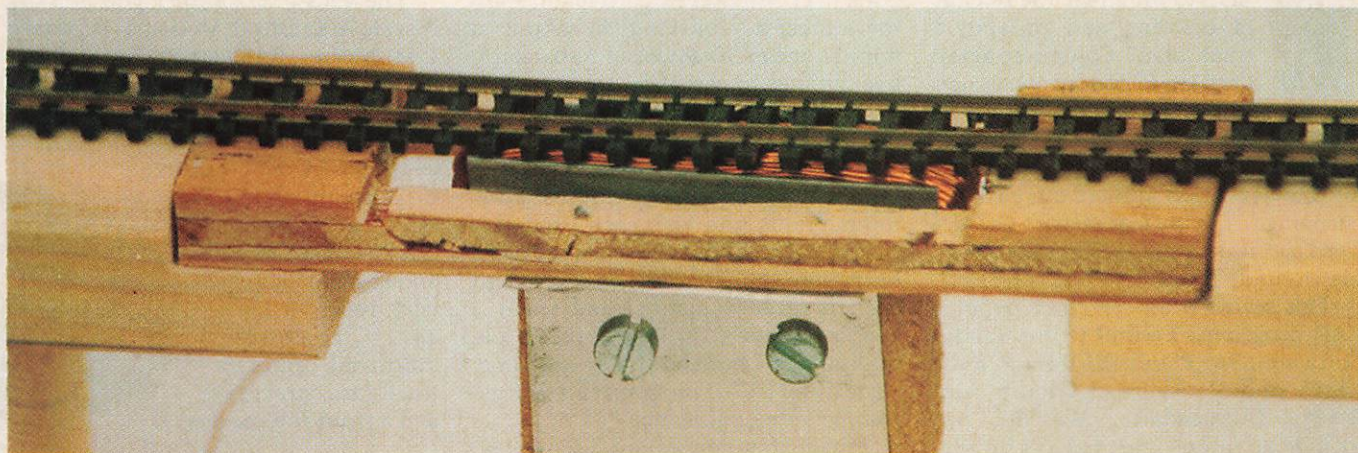
The ultimate uncoupler

Build a hidden electromagnetic uncoupler

By Billy Wayne Moore
Photos by the author



Above are the components of an uncoupling ramp, shown below installed under a section of N scale track. When the track is ballasted, the ramp will be completely hidden.



My "ultimate uncoupler" electromagnetic uncoupling ramp is an easy-to-build device that's hidden beneath the track. The uncoupler, suitable for N and HO scales, is mounted on a support block just beneath the ties. Passing DC current through the coil generates a magnetic field with the same strength as a permanent magnet.

Best of all, the device can be built using common materials available at most hardware stores and home improvement centers. Let's get started.

Basic assembly

The first step is fabricating the H-shaped core from $\frac{1}{2}$ " x $\frac{3}{16}$ " adjustable shelf channel strip. Most hardware stores carry these strips in various lengths up to six feet.

Cut two lengths of channel about 2" long and use a file to smooth any rough edges. Hold the two pieces back to back and tightly wind electrical tape lengthwise through the channels. Then wind

enameled magnet wire lengthwise until the core is full, leaving a few inches of wire at the start and end for connecting leads. I typically use 50 feet of 28AWG wire on each magnet.

The wire size and the exact number of windings aren't critical, but remember that larger wire sizes and/or fewer turns draw more current, thereby generating more heat.

The adjustable support block and inverted T brackets should be made of nonmagnetic material. Mine is a piece of $\frac{1}{8}$ " particle board measuring 1" x $1\frac{1}{4}$ ". The T brackets are $\frac{1}{8}$ " aluminum.

To install the uncoupler I cut a rectangular hole in the roadbed and attach the inverted T brackets to the underside of the roadbed. Then I position the electromagnet in the hole, making sure the top of the magnet remains flush with the roadbed. Next I position the support block beneath the electromagnet and secure it to the T brackets. Track ballast hides the uncoupling ramp.

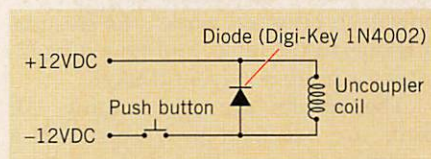


ILLUSTRATION BY RICK JOHNSON

Wiring

I energize the uncoupler using a 15VDC accessory power supply by connecting the leads from the power supply to the two wires in the electromagnet. You can use a power supply for more than one magnet. The simple circuit shown here uses a momentary push button to control the uncoupler.

As with any electromagnetic device, the coil generates heat so exercise caution to avoid overheating. Smaller gauge wire with more turns is one possible heat-reducing tactic. ☐

Billy is a retired exploration geophysicist with Amoco. He enjoys HO scale, but space restricts him to N scale.

3-D track planning software showdown

A review of Cadrail, 3rd PlanIt, and 3D Railroad Concept and Design

By Mike Dodd

What better use for a computer than to minimize the tedium of drawing and revising a track plan? Computer-aided drafting (CAD) layout-design programs streamline the process by handling the details while you focus on the big picture. These programs, which all let you view plans in three dimensions, encourage experimentation with new designs because it's so easy – and it's child's play to undo things that don't work.

This review examines three popular CAD programs: Cadrail (from Sandia Software), 3rd PlanIt (El Dorado Software), and 3D Railroad Concept and Design (Abracadata). We did not include programs intended just for sectional track. The goal was to discover how each program works, the features it brings to the table, and how it facilitates (or hinders) layout design.

The results are encouraging. All three are excellent programs with a wealth of features. Each has a distinct set of strengths, so it pays to consider how you prefer to work and what you're trying to accomplish.

Installation

The table on page 116 lists the system requirements for each program, as listed in the user manuals, along with price and other information.

I tested the programs on a PC containing just Microsoft Windows 98. My computer has a 333 megahertz (Pentium class) processor, 64MB of memory (RAM), a 2GB hard drive, a 40X CD-ROM drive, an SVGA display card and monitor, and a 56K modem.

You won't find the modem listed in the system requirements, but I consider it and Internet access necessities. All

three vendors have Web sites where you can download updates or buy the product at reduced prices.

All three installations went off without a hitch. Cadrail and 3rd PlanIt were the quickest, finishing in about a minute, while 3D Railroad took nearly five minutes to complete.

First run

I fired up each program as it was installed to get a sense of how easy it is to figure out, and with each I found it easy to poke around and learn the basic operation. Afterward I read through each program's manual and spent a couple of hours working through the tutorial. I recommend you do the same, since using a CAD program can be frustrating without guidance.

I made these important discoveries:

- Know your computer system. I had to upgrade Windows 95 to Windows 98 and replace my video card before 3D Railroad would work properly. Cadrail has the lowest requirements, so it may run on an older computer.

- With 3D Railroad you must insert the CD each time you run it. The other two programs don't require this.

- All three programs display the tool name as your mouse pointer moves over a button. This is fortunate, because the icons (pictures) on the buttons frequently don't provide much of a clue as to the tool's purpose.

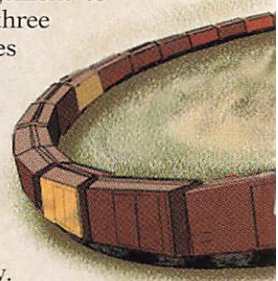
- Cadrail's "fly-out" drawing tools appear as soon as the mouse pointer passes over a button, so you see what's available immediately. 3rd PlanIt has three sections of tools, and each time you click a button, the sections below change to reveal new tools. 3D Railroad's tools are all in one long toolbar.

Cadrail uses four small arrows near the menu to navigate the drawing. 3D Railroad and 3rd PlanIt offer the more

conventional scroll bars on the right and bottom sides of the drawing.

Springdale

The track plan for Springdale on the N scale Arkansas & Missouri (February 1999 MODEL RAILROADER) contains a good selection of layout elements in one place. Figures 1 and 2 show how I created a similar arrangement to learn how each of the three CAD programs handles tangent (straight) track, curved track and easements, parallel track, turnouts and crossovers, industrial spurs, a small yard, structures, and terrain and scenery.



Drawing track

Cadrail draws lines that can represent track or anything else. This reflects Cadrail's strong CAD orientation that makes the program appealing for other types of drawing as well.

There are ten ways to draw straight lines, nine for arcs, and five for spiral easements (smooth transitions from tangents to arcs). You may draw free-hand or specify properties like length, angle, or radius for precise lines.

Figure 3a shows an example of connecting two tangent lines with a curve. You can do this by eye or by entering the desired radius first. In both cases, pressing a key tells Cadrail to trim or extend the tangent lines to join the curve precisely.

Cadrail offers a rich selection of editing tools to move, copy, align, rotate, scale, divide, offset, and make a mirror-image. Any line or other object may be assigned a style which controls how it appears. You may set the line's width and color, place it in a drawing layer

which may be hidden, and even draw it with rails and ties.

Turnouts are represented as "figures," a figure being a collection of lines treated as a single object. Cadrail has libraries (files) of turnout figures that you can drop into your drawing (fig. 4a), or you can easily create your own.

Cadrail handles more complicated trackage with specialized tools to connect a siding with a turnout, add a crossover (fig. 5a), and build a yard (fig. 6a).

Abracadabra's 3D Railroad prefers to work with track. When you draw a piece of track, it's shown with rails and ties, and with roadbed in the three-dimensional (3-D) view. You can set the rail and tie spacing, tie length, and specify one, two, or three rails. For the 3-D view you can also set the roadbed width and height, as well as get a picture to use for the track and ballast.

You can draw straight, curved, oval, and spline (easement) track. 3D Railroad is easiest to use when snapping pieces of track together end-to-end. For example, you might draw a tangent track and a 30"-radius arc, then snap the arc to the tangent. This way you can precisely set the length or radius for track sections before snapping them. However, connecting two existing tangents with a curve is tricky (fig. 3b).

To create parallel track, drag a section sideways, then enter the offset distance. You must enter this each time.

The 3D Railroad program can draw regular lines, rectangles, and polygons, as well as track. You can set line width, style, and color and assign lines or track to a drawing layer.

Turnouts can be added to the drawing from a library and snapped to existing track (fig. 4b). Crossovers and yards are easy as well (figs. 5b and 6b), but note how these work. There's no "crossover connector" or "yard builder" tool; instead, you create a turnout, then snap other track to it.

One benefit from this approach is the powerful Track Wizard tool. Here you can specify dimensions for 11 types of track, including a crossing, crossover, three-way turnout, single- or double-slip turnout, turntable, and helix. Enter the numbers, click a button, and your custom track is added to the drawing.

3rd PlanIt has line-drawing and editing tools similar to Cadrail's. One difference is the ability to display track with or without rails, ties, and ballast outline using buttons on the toolbar.

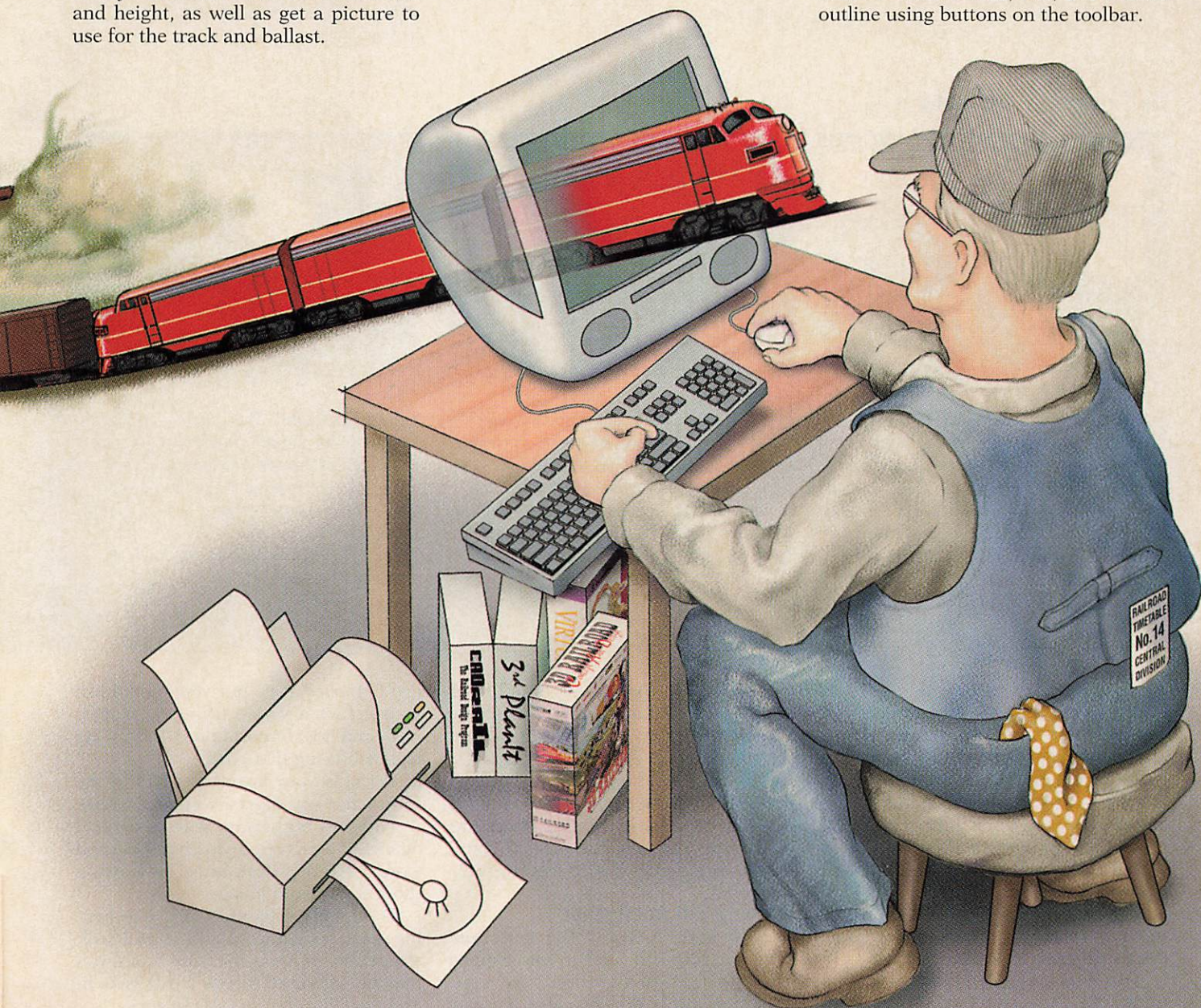


ILLUSTRATION BY RICK JOHNSON

Fig. 1 SPRINGDALE TRACK PLAN

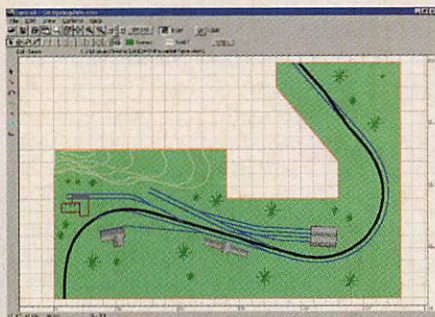


Fig. 1a CADRAIL. Frequently used buttons and the navigation arrows appear at the top of the screen. On the left are major tool categories; passing the mouse pointer over one makes a "fly-out" toolbar appear, exposing the actual tools. Cadrail can have one drawing open at once.

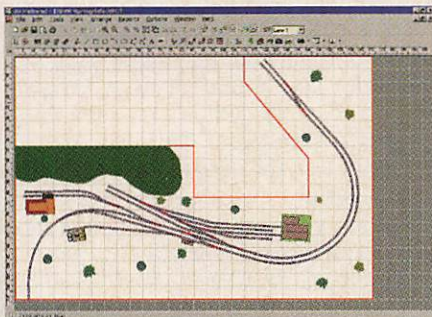


Fig. 1b 3D RAILROAD. All available tools are arranged in one row across the top of the screen. If you zoom in close enough for the drawing to exceed the screen size, then vertical and horizontal scroll bars appear. 3D Railroad can have more than one drawing open at once; you switch between them with a menu list.

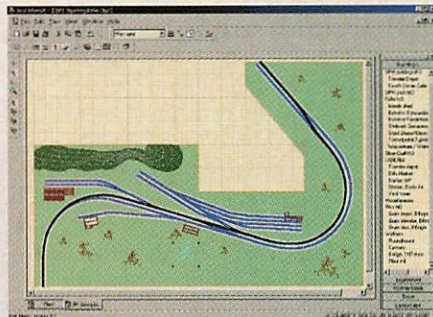


Fig. 1c 3D PLANIT. Tools are arranged in three groups on the left side. Clicking a button changes the tools displayed in the groups below it. Vertical and horizontal scroll bars appear if the drawing is too large for the screen. 3rd PlanIt can have more than one drawing open at once and has tabs at the bottom so you can quickly switch between them.

Fig. 2 3-D VIEW OF SPRINGDALE

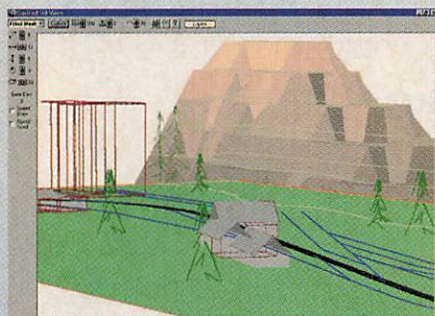


Fig. 2a CADRAIL. The station has filled surfaces, but the grain elevator on the left is a wire frame. The mountain was created by filling the spaces between the yellow contour lines. Heavy black mainline track is drawn with rails and ties when zoomed closer. Buttons at the top left of screen control viewing position.



Fig. 2b 3D RAILROAD. Realistic structures, trees, and sky enhance the scene. The mountain and grass are images applied to the terrain, and the track appears with rails, ties, and roadbed. Navigation buttons are the row of buttons above the image, and the mouse can also be used to fly through the scene.



Fig. 2c 3D PLANIT. The structure on the left has solid fills, but the station and grain elevator are wire frames. The mountain shows off the smooth shading of the terrain contouring. "Fractal trees" are drawn differently for variety each time one is added to the drawing. Navigation through the scene is done with the keyboard.

This program favors *connecting* things over *drawing* things. For example, you can create an oval by drawing two circles and connecting them with tangent lines. As you do this, 3rd PlanIt deletes the unused sections of the circles. You can do the same thing in Cadrail, but it takes a couple of extra keystrokes.

3rd PlanIt can also connect tangent lines with arcs and easements (fig. 3c). One convenience is that 3rd PlanIt trims the lines to make a precise connection; there's no need to press an extra key.

Turnouts are added directly to your track (fig. 4c) and include straight,

curved, wye, three-way, single- or double-slip, and a crossing. The same turnout is drawn each time until you select a different one from a library.

Drawing a siding or a crossover is done by connecting two tracks with one or two turnouts (fig. 5c). 3rd PlanIt has no yard-builder tool, but this task is still simple using other basic tools (fig. 6c).

Drawing 3-D track plans

Now for the Really Big Question: Why do you want 3-D? If you skipped down to read this section first, your answer is probably "because it's way

cool!" Indeed it is, but you should ask yourself what you're trying to accomplish and how important a 3-D drawing is in achieving that goal.

Perhaps your layout is years in the future and you need a way to visualize it without bothering with technical details. If a picture is worth a thousand words, a 3-D picture must be worth a thousand mental images.

On the other hand, if you're designing custom trackwork and scratchbuilt structures for a specific train room, you may be willing to forego a 3-D view in exchange for precise CAD features.

Fig. 3 DRAWING CURVES

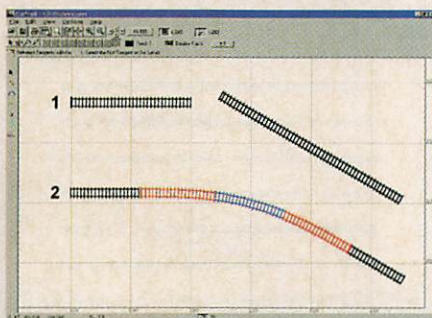


Fig. 3a CADRAIL. Begin with two tangents (1). Select the tool, then click each tangent line. You can drag the curve to set the radius or enter it at the bottom of the screen (28" here). Cadrail draws two easements (red) and an arc (blue) to connect the lines (2). Pressing the control key when clicking the lines trims the lines to the proper length. Leaving the tangent intact can represent a turnout with an easement in the diverging leg.

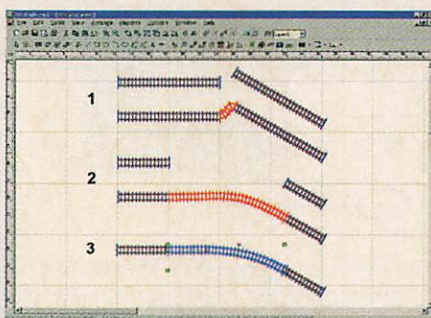


Fig. 3b 3D RAILROAD. Begin with two tangents, then select the tool and click the end of one and drag to the end of the second one. Oops! The curve's shape (1) depends on the location of the tangent line ends; no automatic trimming is performed. Shorten the tangents and try again; the result is much better (2), but with a jog in the curve. Click on the connection and you can drag circular "handles" to reshape the curve by eye (3).

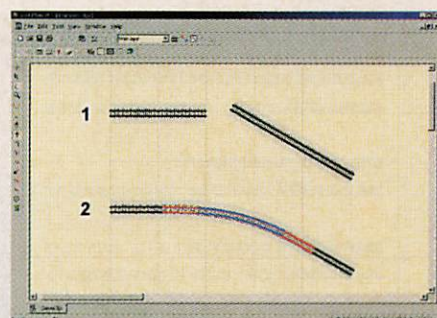


Fig. 3c 3RD PLANIT. Begin with two tangents (1). Select the tool, then click the end of one and drag to the second one. 3rd Planit draws two easements (red) and an arc (blue) to connect the lines (2). There are separate tools to set variable- and fixed-radius curves and another tool to specify the fixed radius. 3rd Planit always trims the tangent lines when the connection is made.

Fig. 4 DRAWING TURNOUTS

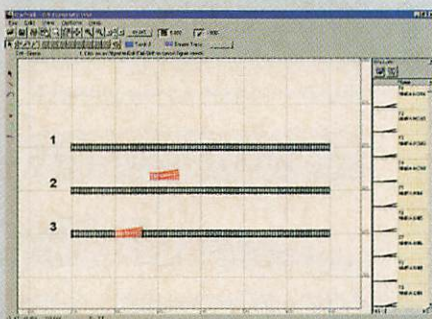


Fig. 4a CADRAIL. Begin with a tangent track (1) and drag a turnout figure from a library to your drawing, or copy an existing turnout (2). Select the tool and click on the turnout, then the track. Cadrail aligns the turnout over the track (3) and actually cuts and trims the track if you hold the CTRL key. You can adjust the turnout's orientation with the mouse before releasing the button.

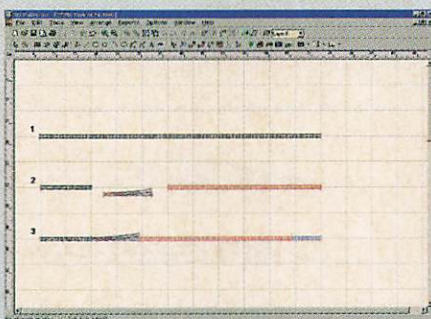


Fig. 4b 3D RAILROAD. To insert a turnout into a tangent track (1), you must first cut it and move the ends back to make room. If you're drawing track by snapping pieces together, this step isn't needed. Open a track library and add a turnout to the drawing (2). Slide the turnout close to the end of the tangent to snap it in place. Snap the other tangent to the end of the turnout and extend it to its original length if desired (3).

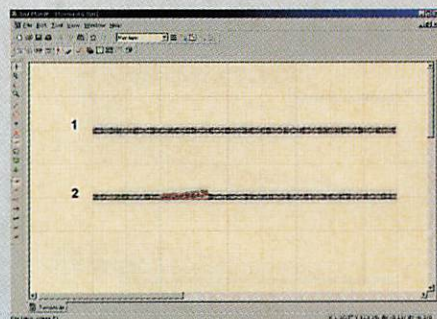


Fig. 4c 3RD PLANIT. Begin with a tangent track (1). Select the Draw Turnout tool and click the track; the turnout appears in the track, and you can slide it to the desired location. You can also flip the turnout left/right and up/down with the mouse. Release the button and the turnout is inserted, and the tangent track is trimmed (2).

With these thoughts in mind, let's see how the three programs compare in the 3-D arena.

Cadrail's strong suit is CAD-oriented drawing, and 3-D takes a back seat to that. Three-dimensional renderings can be shown as a "wire frame" or filled with a mesh or solid color that tapers between elevations. You can also fill figures with a solid color and turn off the wire frame for specific layers, so the figures display without the tapered mesh.

Navigating in the 3-D view involves clicking on five sets of up/down arrows

to move, zoom, or rotate the image. Each time you do this, only some of the image's lines are redrawn; the update button must be clicked to redraw the complete image. This minimizes redrawing time – an important consideration if you're using an older computer.

Terrain can be drawn with outlines like contour lines on a map (fig. 7a). These appear as elevated contour lines in the 3-D view, but you must turn on mesh or solid fill to connect them (fig. 2a).

Three-dimensional structures and objects can be drawn as figures with solid-fill shapes. Even so, the 3-D ren-

dering (fig. 8a) shows some lines that should be hidden and reveals missing items like supports for the roof ridge vents. Most of the structures in Cadrail's libraries are floor outlines only, not 3-D.

3D Railroad, as its name implies, sings and dances in 3-D. You see stunning scenes where you can fly along track or under overhanging roofs (fig. 2b). Navigating is easy: Use the mouse for continuous motion or use the keyboard or on-screen toolbar for discrete steps.

The program's approach to drawing makes these advanced capabilities

Fig. 5 DRAWING CROSSOVERS

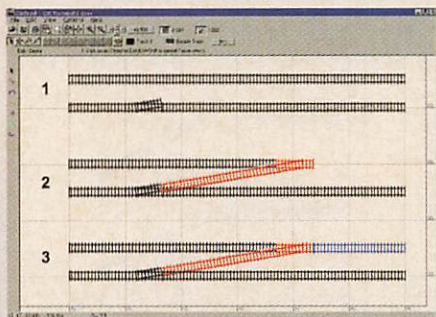


Fig. 5a CADRAIL. Start with two parallel tangents with a turnout in one (1). Select the tool, then click the turnout's diverging route followed by the second tangent track. Cadrail draws the crossover automatically and, unfortunately, deletes one section of tangent track (2). Draw a new tangent piece and align it with the turnout (3).

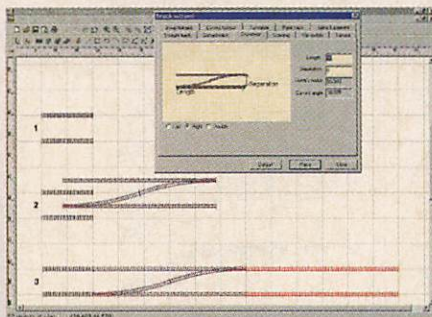


Fig. 5b 3D RAILROAD. Draw the crossover first. If you have existing tangents, you'll need to know their exact spacing. Start the Track Wizard (1) and enter the crossover's length and the track spacing (it's puzzling that there's no way to specify the frog number). Place the turnout on the drawing (2). If you have existing tangents, snap the crossover to them; otherwise, snap track sections to the ends of the crossover (3).

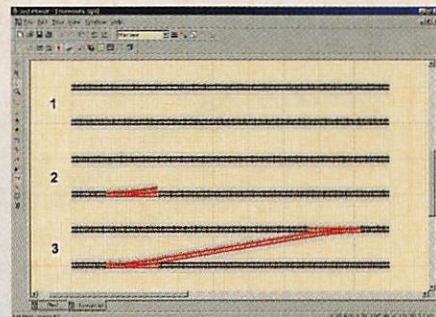


Fig. 5c 3RD PLANIT. Begin with two tangents (1), then add a turnout (2) as shown in fig. 4c. Select the Connect with Crossover tool and click the turnout's diverging route followed by the second tangent track. 3rd Planit inserts the turnout and connecting track and trims the tangents to fit (3).

Fig. 6 DRAWING A YARD

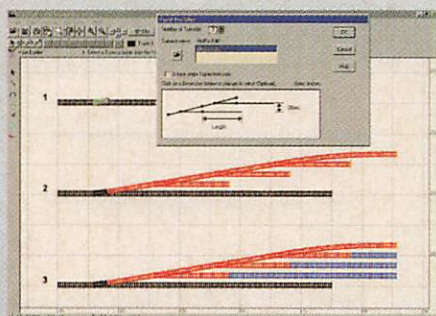


Fig. 6a CADRAIL. Begin with a tangent and a single turnout, then start the Yard Builder (1). Choose a turnout from a figure library, then specify the number of turnouts, track spacing, and length to make each yard track. The yard is built automatically (2). Extend or trim yard tracks to desired length (3). The curve to the final track is very broad (112" radius in this example), but it's easy to replace it with an arc of the desired radius.

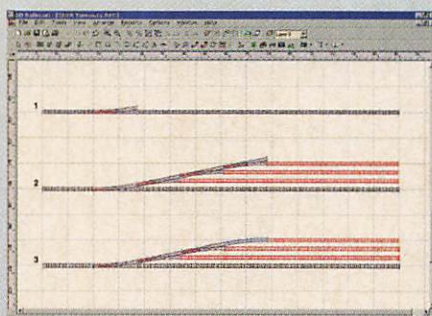


Fig. 6b 3D RAILROAD. Create a tangent track with a turnout (1). Snap the other turnouts in place. Snap pieces of straight track to each turnout's diverging route (2). The final turnout is only for track spacing; delete it and replace with curved track (3). Spacing depends on turnout geometry. You can add tangent track between turnouts to increase spacing, then use the Duplicate tool to copy the turnout and spacer track together.

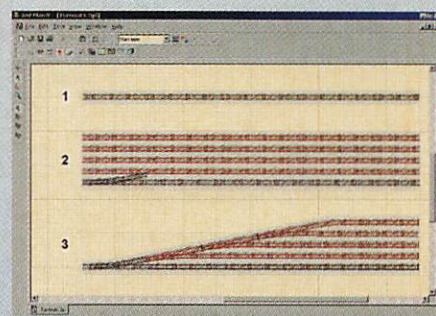


Fig. 6c 3RD PLANIT. Start with a tangent track (1). Use the Copy Parallel tool to create the yard tracks, then insert a turnout in the first track (2). Use the Connect with Turnout tool repeatedly to connect each turnout with the next yard track (3). Tracks are trimmed automatically.

possible. For example, track is more than a simple line: It has properties such as pictures for the rails and road-bed to make it very realistic.

Terrain is a special type of object with a grid of points that can be set to specific elevations (fig. 7b). When drawn in 3-D, these points are connected with a solid surface.

3D Railroad comes with hundreds of 3-D drawings of commercial structures and trees. Just pick one from a library, then move it into place (fig. 8b).

Unfortunately, there's no way to modify these 3-D structures or create

your own – a drawback when kitbashing or scratchbuilding.

3rd PlanIt does a nice job of rendering 3-D images. Like Cadrail, it displays wire frame or filled shapes, so the detail you see depends entirely on what you add to your drawing. Highly detailed objects are possible (fig. 8c), or you can stop with solid-fill walls and simple window outlines. The structure libraries are a bit sparse, and few of those structures are as detailed as the one shown.

You navigate in the 3-D view by pressing various combinations of keys

to zoom in or out, rotate the image, and adjust the viewing height. The image is redrawn each time you press a key.

Terrain is rendered very nicely if you connect the contour lines with a terrain fill (fig. 7c). The "smooth shading" feature (fig. 2c) blends the edges of the triangular fill shapes.

Printing

All programs let you set a printing ratio for drawings, including 1:1 for full-size track templates, and 3D Railroad has an option that automatically scales the drawing to fit on a single page.

Fig. 7 DRAWING TERRAIN

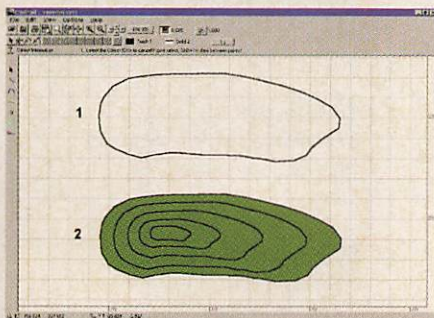


Fig. 7a CADRAIL. Draw a polyline figure to represent a contour line at the base elevation (1). Draw additional contour line figures with higher elevations. If desired, select a solid fill color to make the terrain easier to see (2). In this example, the base contour line was copied and reduced in size, then moved into position, rather than drawing a new contour line each time.

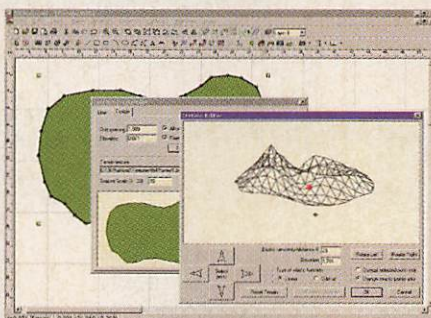


Fig. 7b 3D RAILROAD. Select the Terrain tool and draw the base outline (large green area). When done, open the Terrain Editor to "draw" the shape. Terrain starts as a flat grid of lines. Move the red ball to any intersection and drag it up or down to change the elevation of that and surrounding points. This 3-D view may be rotated for better visibility. 3D Railroad can automatically conform terrain to track to create cuts and tunnels.

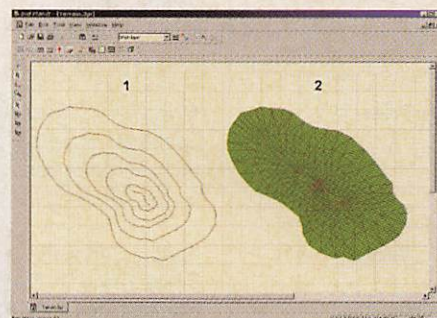


Fig. 7c 3RD PLANIT. This program draws terrain using polygons designated as contour lines. Draw several at desired elevations, and if desired, draw an "open" (vs. "closed") contour line for the top ridge (1). Select the Connect Terrain tool. Click on two contour lines and 3rd PlanIt draws triangles connecting them (2). Repeat for each contour line. Connected terrain may be filled with a color for better visibility.

Fig. 8 DRAWING STRUCTURES

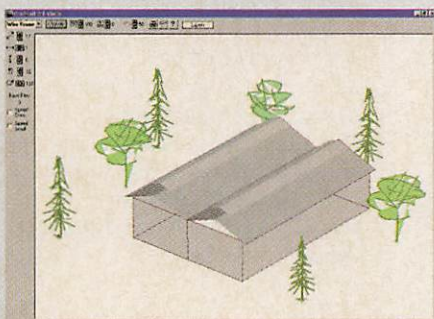


Fig. 8a CADRAIL. Cadrail structures are figures that you can draw yourself or get from a library. The simplest show just a floor outline, but some, like this enginehouse, have walls and a roof. With solid surface shading and some trees, Cadrail's 3-D view gives a sense of how a scene will appear. You can draw very detailed structures in the plan view, then flip up the walls to create a 3-D figure.

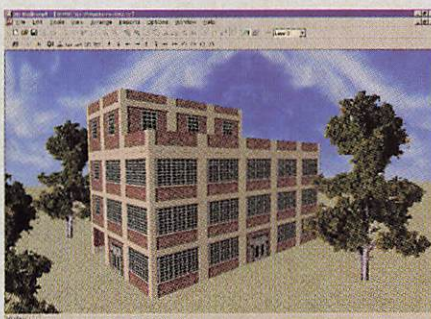


Fig. 8b 3D RAILROAD. This program has libraries containing hundreds of structures created from manufacturer's drawings. The 3-D rendering is very realistic, as this Geo. Roberts Printing building from Walther's illustrates. When selecting an object from a library, you can view a rotating 3-D image of it — an especially nice feature. The trees, sky background, and ground are images from other libraries.

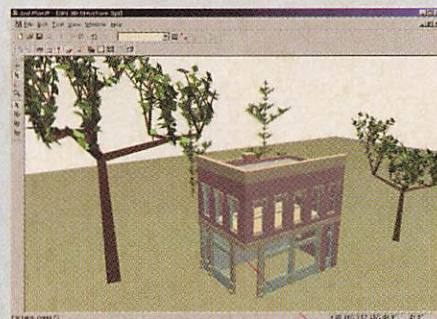


Fig. 8c 3RD PLANIT. 3rd PlanIt structures are objects that you can draw yourself or bring in from a library. Carol's Corner Cafe from DPM is nicely rendered here, along with some fractal trees. You can draw your own detailed structures with the walls lying flat, then tilt them up to make a 3-D object. You can also make windows and doors appear transparent.

Printing only a small section of your track plan is easy to do with both Cadrail and 3rd PlanIt, where you can specify the number of rows and columns to print and move that outline over a section of the drawing. However, 3D Railroad arranges the entire drawing in rows and columns, then asks for a page range to print. Finding a particular section of the layout can be difficult with this approach.

Cadrail and 3D Railroad can print the 3-D view (on a single page), but 3rd PlanIt expects you to copy the screen image to some other program like Win-

dows Paint or Adobe PhotoShop and print from there.

Running trains

All three programs let you run a train on your track plan. Rendering complex 3-D images takes considerable computing power, so running a 3-D train might be less smooth than you expect.

Cadrail runs the train in the plan view, not the 3-D view. You can set the speed, start, stop, change direction, couple, uncouple, and throw turnouts.

3D Railroad provides a test train that stops if it hits a bad section of track. It

runs in both the plan and 3-D views, but control is limited to speed, starting, stopping, and throwing turnouts.

3rd PlanIt allows you to make 3-D rolling stock (with or without trucks) and run trains in the 3-D view. You can set speed, start, stop, change direction, couple, uncouple, and throw turnouts. You can also get a view from the engineer's perspective.

Conclusions

If you were looking for a reviewer's choice, you won't find it here. Cadrail, 3rd PlanIt, and 3D Railroad are all

	Cadrail, version 7.10	3D Railroad Concept and Design, version 2.01	3rd PlanIt, version 3.05.005
Price	\$99.95 including U. S. or Canadian shipping; \$59.95 Internet download	\$99.99 plus \$8 U. S. shipping (\$16.60 Canadian shipping)	\$99.95 plus \$5 U. S. or Canadian shipping; \$84.95 Internet download
Vendor	Sandia Software 9428 Tasco N. E. Albuquerque, NM 87111 505-821-0014 www.cadrail.com	Abracadata, Ltd. P. O. Box 2440 Eugene, OR 97402 800-451-4871 www.abracadata.com	El Dorado Software PMB 196 2222 Francisco, No. 510 El Dorado Hills, CA 95762 916-939-3452 www.eldoradosoft.com
Minimum system requirements	<ul style="list-style-type: none"> • 386, 486, or Pentium processor • Microsoft Windows 95 or 98 • RAM not specified • 10 MB hard drive • CD-ROM • VGA display card and monitor 	<ul style="list-style-type: none"> • Pentium 166 (Mac version of version 1.0 is also available) • Microsoft Windows 95, 98, or NT* • 32MB RAM • 15-20 MB hard drive available • CD-ROM (2X or faster) • SVGA display card and monitor** <p>* Requires a version of Windows 95 that is year-2000 compliant</p> <p>** Some display cards such as the Diamond Stealth 2000 may prevent the program from rendering in 3-D. Contact Abracadata if you have this problem.</p>	<ul style="list-style-type: none"> • 486/100 or better • Microsoft Windows 95, 98, or NT • 8MB RAM beyond other requirements • 20MB hard drive available • CD-ROM • SVGA display card and monitor* <p>*The display card must be capable of 16-bit color for 3-D rendering. The program requires OpenGL, included in newer versions of Windows. If your version of Windows does not have OpenGL, you may install it from the 3rd PlanIt disk.</p>
Next expected update	Information not available.	Version 4.0, fall 1999. New features include smooth shading and blended colors for better 3-D images, and object animation.	Information not available.
User manual	8½" x 5½", wire-bound, 190 pages.	7" x 8½", spiral-bound, 141 pages.	8½" x 11", spiral-bound, 110 pages.
Tutorial	48 pages. Explains most of the basic drawing operations and creates two track plans: an oval with a siding and a figure eight with grades.	18 pages. Creates an oval track plan with a passing track and grades, mountains with a tunnel and a cut, and a structure.	15 pages. Creates two track plans: a double-track oval with a siding, a structure, a mountain, trees, and a figure eight with grades.

capable programs, well worth their moderate costs. Choose any one and you should be able to design a substantial track plan with it.

Keep these things in mind:

- Know how you like to work. The biggest differences among the programs aren't their capabilities, but how they approach layout design. Your work will

be easier if your program operates the same way you do.

- Look past advertising hype and decide which features you really need. Strong CAD orientation? Realistic 3-D? Flexible printing? Running a train? Think about your future needs as well.

- Become familiar with your program. It takes time and practice to learn

the dozens of tools. Make the effort and you'll reap the benefits.

Take the plunge and use a CAD program to design your next layout. I'll bet you never go back to pencil and paper. ☛

Mike Dodd is a model railroader who has written several electronics articles for MODEL RAILROADER.

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The PROTO 2000 GP7 Phase II, 3rd Release

No matter the season, no matter the load, EMD's classic roadswitcher was a diesel locomotive you could always count on.

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Visit your local hobby dealer today!

The third release of the PROTO 2000 GP7 includes the following road names with two or three road numbers each:
Baltimore & Ohio; Chicago, Burlington & Quincy; Delaware, Lackawanna & Western; Erie Lackawanna; Illinois Central; Louisville & Nashville; Missouri Pacific; Northern Pacific; New York Central; Richmond, Fredericksburg & Potomac; Chicago, Rock Island & Pacific; and Wabash Railroad.



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Detailing and painting an Athearn



BNSF C44-9W

Extra details and a striking paint job enhance an HO scale plastic model

By Pelle Sjøeborg
Photos by the author

Ever since I saw Burlington Northern Santa Fe C44-9Ws in action in late 1997, I've wanted to model one of these big red and silver General Electric locomotives. Athearn's introduction of a nicely detailed HO scale plastic model was all it took to get me started.

This is not a superdetailing project. I prefer to do a moderate detailing job, concentrating on the typical visible items so my plastic models don't wind up costing as much as a brass engine.

The cab

An Athearn C44-9W kit with a gull wing cab was the starting point for my model of Burlington Northern Santa Fe no. 751. See fig. 1. The latest BNSF Dash 9s have the same window style as modern EMDs, so I cut out and squared the edges of the side window frames from a Smokey Valley EMD SD60 wide cab. Then I cut matching openings in the Athearn GE cab, cemented the SD60 windows in place, and filled any gaps around the edges with putty. Next, I made two double frames for the center windows and cemented them to the inside of the window openings.

My roof edge gutters are made of styrene strips cemented together and to the cab wall just above the side windows, flush with the roof edge.

I removed the cast door handles and drilled holes for the grab irons, sunshades, windshield wipers, and door handles. I set the windshield wipers aside for installation after the laser windows were in place.

Then I installed blank number boards (included in the window set), plugged the original sand filler holes on the nose, and drilled new holes just in front of them for the sand hatches that come in the Dash 9 detail set.

I made wire grab irons for the top of the nose, over the front windows, and on the cab roof. The ones on the nose are 18" drop grab irons from Westerfield. I installed all of the door handles and grab irons, except for those which



overlap the front decal location, and secured each with a drop of cyanoacrylate adhesive (CA) applied from inside.

I scratchbuilt the little antenna at the right side of the cab roof from styrene and wire. After drilling holes for the mirror eyebolts, I cemented them in place to complete the cab details.

The body

The lower rear grills along both sides of the body casting don't exactly match the ones in my photos, but I decided to live with them. My Dash 9 body detailing follows the same procedures I used on the cab, removing cast details and replacing them with new air horns, door handle, grab irons, and lift rings. I cemented the exhaust stack base in place, but set the stack aside for installation after painting.

Next, I put the cab in place and fitted the two vertical wire handrails on the cab nose. The long side handrails were also formed from brass wire.

The stock Athearn side handrails are okay, but I prefer to make my own from finer brass wire as shown in fig. 2. After all the stanchions were in place, I secured the upper joints with a drop of

CA before squeezing them tight around the railing. I did not cement these assemblies to the body so I could remove and paint them separately.

Front pilot and deck

I filled the ditch light holes in the pilot and the stanchion mounting holes in the front anticlimber with styrene. After these plugs set overnight, I drilled new mounting holes for the stanchions and uncoupling lever brackets. My uncoupling levers are .010" brass wire.

I scraped off the details where the m.u. hoses are to be located and drilled mounting holes through the former bracket locations. Then I made new hose brackets from strips of .010" x .020" styrene cemented just above the holes.

Using the snowplow as a pattern, I located and drilled holes to mount it, then set the plow aside for installation after painting.

I made new bases and stands for the ditch lights from styrene as shown in fig. 3. Then I cemented the Detail Associates ditch lights to the stands and let them dry completely before drilling holes for the bulbs. Final assembly was a matter of cementing the bases to the

anticlimber, flush with the deck, and then cementing the stands to the base. If you want working ditch lights, remember to drill holes for the wires in the walkway behind the light housings.

I straightened four Athearn stanchions and trimmed them down to fit into the anticlimber holes. After soldering a small brass wire hook to two of them for the safety chain, I pressed the stanchions into the holes in the anticlimber. I bent two handrails from brass wire and installed them before I fitted the safety chain and secured it with a drop of CA at each end.

Underbody details

I followed the Details West instructions to add the cables and other underbody parts, including the emergency fuel shut-off switch boxes, making sure everything cleared the truck sideframes. See fig. 4.

I found the Details West FF-139 filter looked more like the ones I saw in my photos, so I used it instead of the one supplied in the Dash 9 detail set. As a base for the filter, I added a strip of thin styrene on the right inside of the body just ahead of the fuel tank.

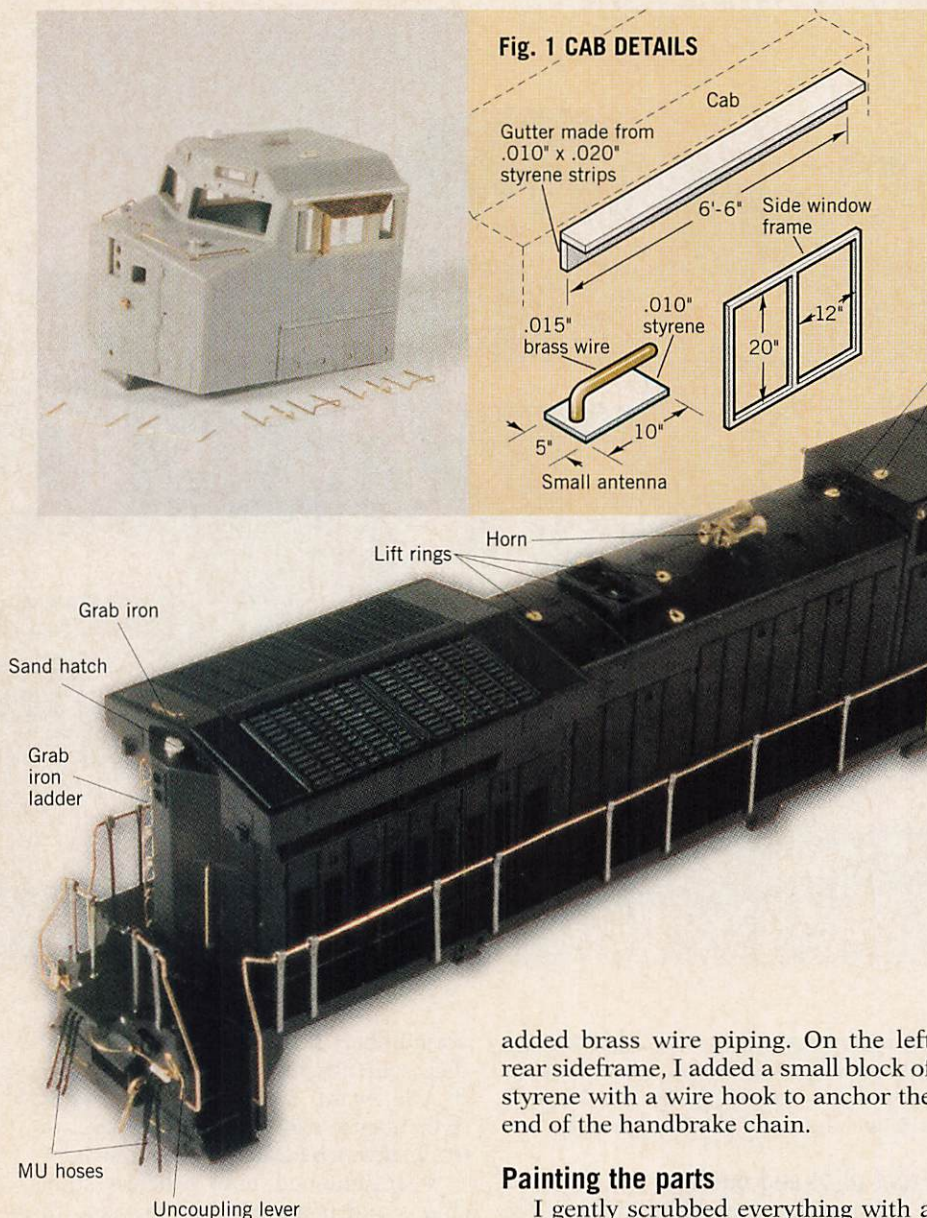
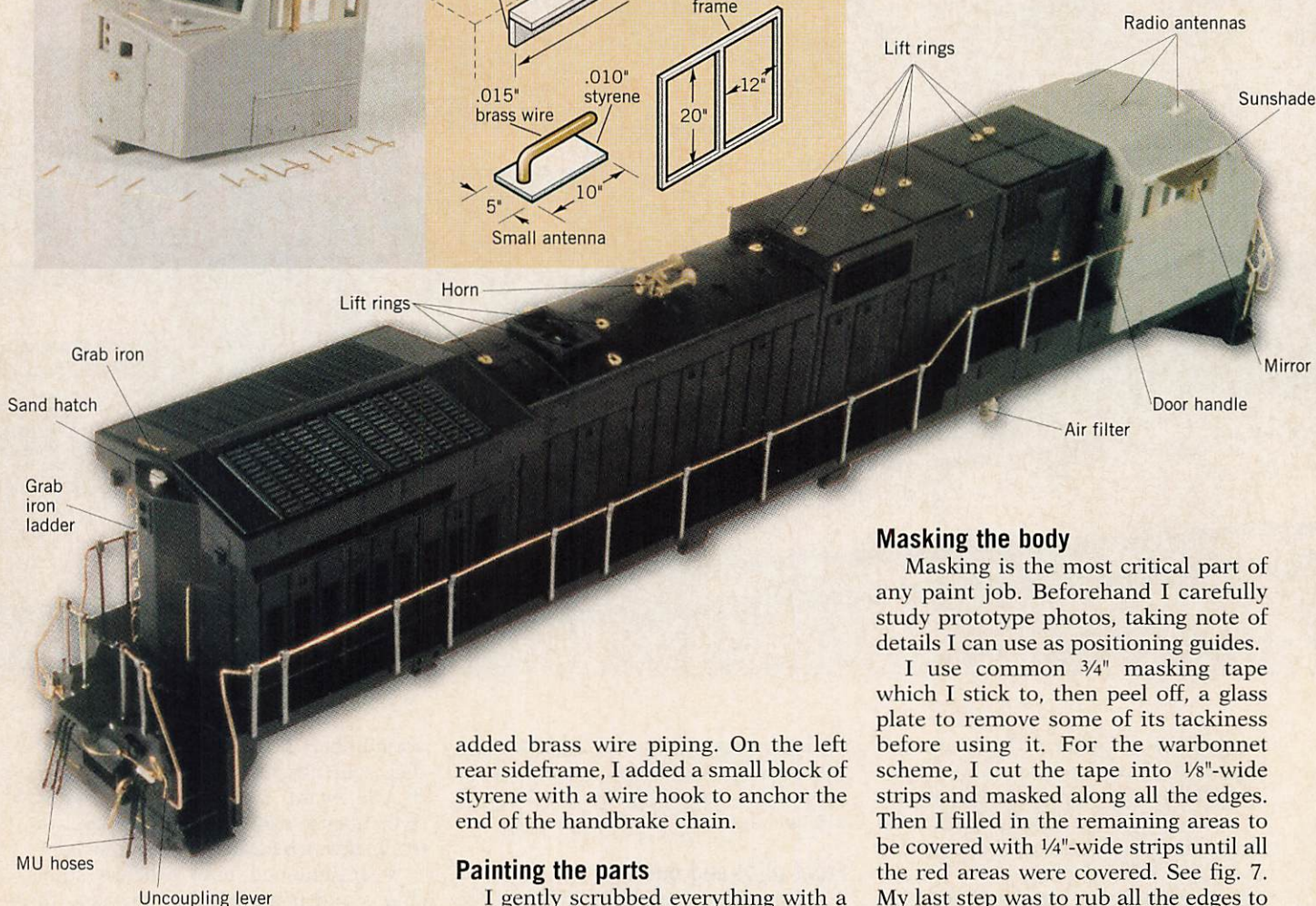


Fig. 2 BODY DETAIL. Substituting finer metal parts for the original cast details adds more realism to a moderately priced locomotive.



Masking the body

Masking is the most critical part of any paint job. Beforehand I carefully study prototype photos, taking note of details I can use as positioning guides.

I use common $\frac{3}{4}$ " masking tape which I stick to, then peel off, a glass plate to remove some of its tackiness before using it. For the warbonnet scheme, I cut the tape into $\frac{1}{8}$ "-wide strips and masked along all the edges. Then I filled in the remaining areas to be covered with $\frac{1}{4}$ "-wide strips until all the red areas were covered. See fig. 7. My last step was to rub all the edges to be sure they were tightly sealed.

I sprayed the body and remaining parts with two coats of silver. The silver covered very well and I let it dry overnight. Then I sprayed all the silver parts with a protective coat of Glosscote before I carefully removed the masking. I've learned the silver paint is very delicate, so marks from fingerprints and drops of decal fluid are almost impossible to clean off an unprotected surface.

Lettering and detail touch-up

After carefully trimming the BNSF nose emblem decal, I performed a dry test fit, located the front door handle, and cut a hole in the decal before applying it. I set the cab in place before adding the yellow stripes to make sure everything lined up properly. To get the yellow stripes flush with the walkway edges, I trimmed off the clear decal film along the lower edges before

added brass wire piping. On the left rear sideframe, I added a small block of styrene with a wire hook to anchor the end of the handbrake chain.

Painting the parts

I gently scrubbed everything with a toothbrush under hot water and let the model air dry overnight. From then on, I was careful not to touch any of the parts with my fingers as even the slightest touch contaminates the surface. Any fingerprints may prevent good adherence of the paint and that means trouble with masking tape, so I used plastic gloves to handle the pieces.

I sprayed everything with a coat of Testor's Gray Primer as shown in fig. 6 and let it dry for 24 hours.

For plastic models I prefer Scalecoat II paint and a little patience. I sprayed the cab, body sides, air conditioner, and walkways with several coats of red, then set the model aside for two weeks so the paint could cure. A bit of patience here greatly reduces the possibility of lifting paint when the masking is removed. Also, if any paint blows under the mask you can wipe it off with a little thinner without damaging the previous coat.

The rear end

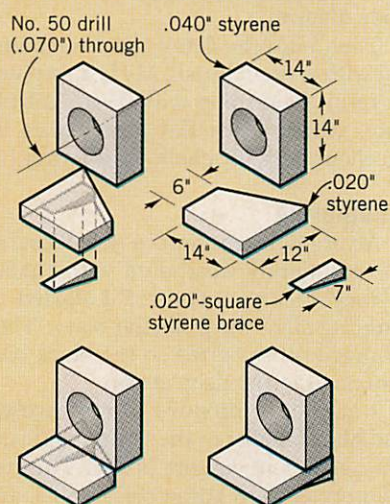
I filled in the two center stanchion mounting holes and drilled two new holes in the walkway to straighten out the top rear railing. Then I reworked the m.u. hose details to match what was done on the front pilot. As before, I added formed wire grab irons and uncoupling levers as shown in fig. 5.

Truck sideframes and fuel tank

The BNSF 700-series locomotives have the same shock absorber as their AC4400s, so I used the correct ones from an Athearn GE AC4400 truck sideframe kit. Only two of the Dash 9 sideframes have shock absorbers: the right front and the left rear. I filled the unused shock absorber mounting holes before mounting the brake cylinders.

I drilled holes for the brake pipes in the backs of all the brake cylinders and

Fig. 3 DITCH LIGHT STANDS



ILLUSTRATIONS BY KELLIE JAEGER

Fig. 5 REAR DETAIL. Most of the revised end details are made from formed brass wire, but using Westerfield's drop grab irons for the ladder helps ensure uniformity.

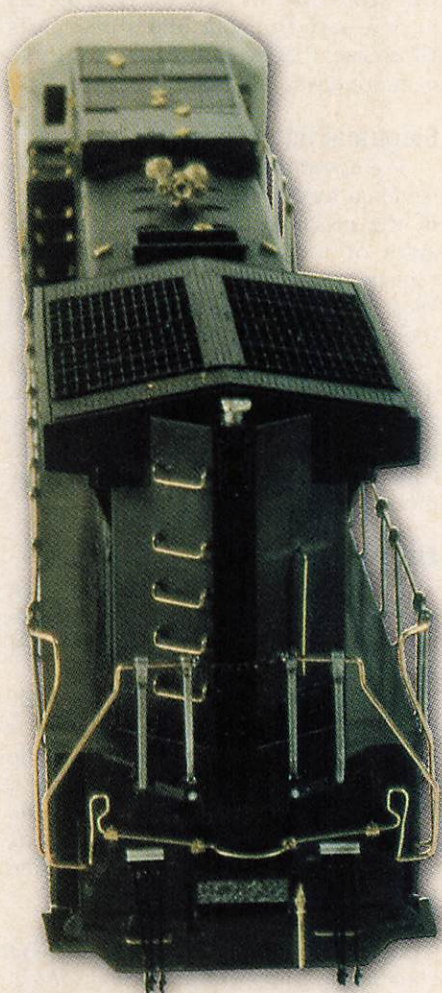


Fig. 4 CHASSIS ADDITIONS. The underbody power cables are parts from the Details West Dash 9 locomotive detailing kit.

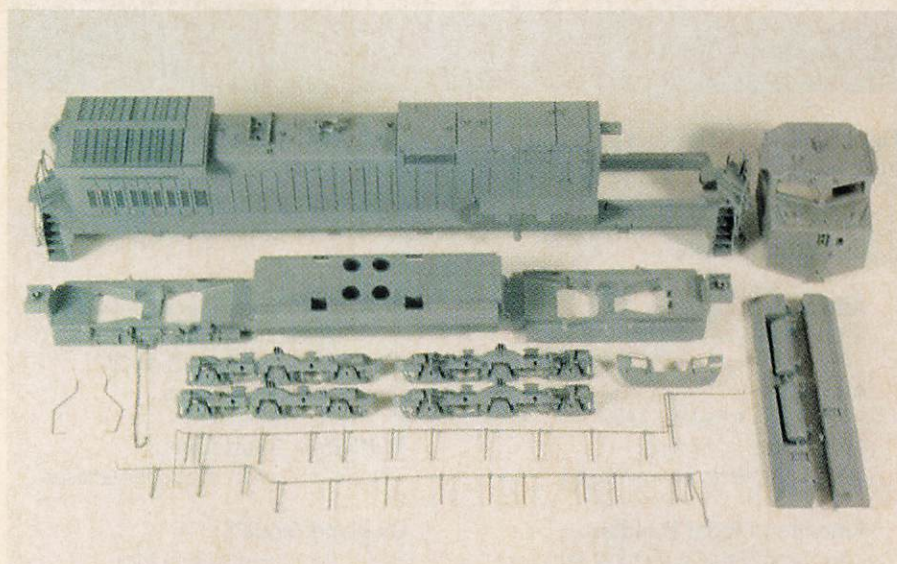
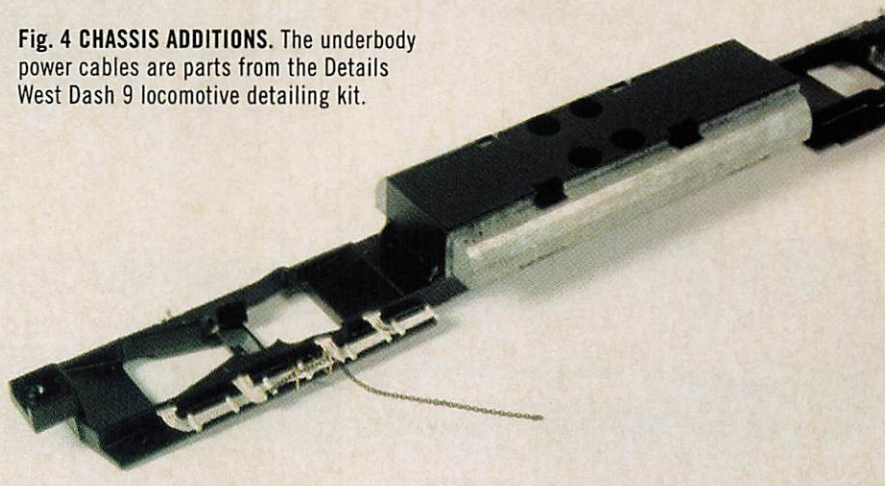


Fig. 6 PRIMER APPLICATION. After everything was washed and dried, all of the subassemblies were sprayed with gray primer to provide an even undercoat for the finish colors.

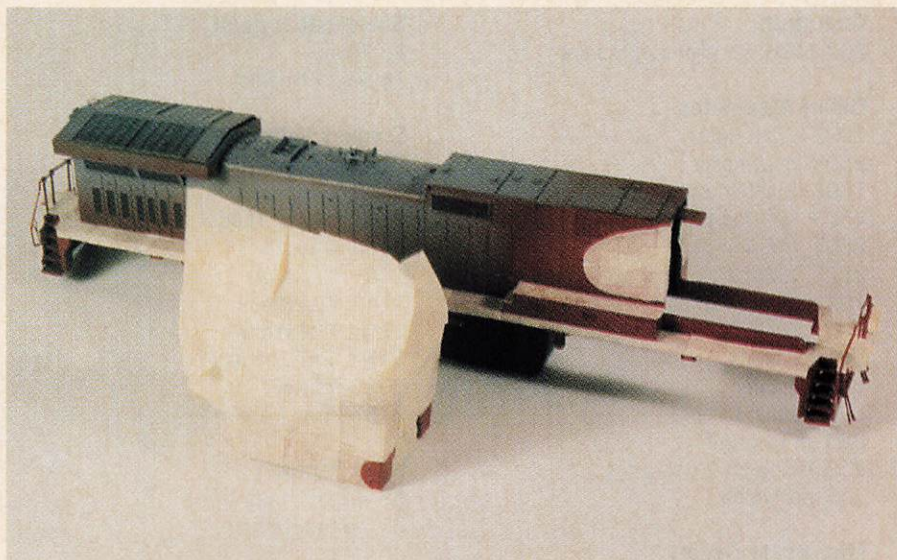


Fig. 7 MASKING. After the coat of red paint cured for a couple of weeks, the red areas were covered with masking tape, making sure the edges were sealed before the silver was sprayed on.



Fig. 8 FINAL ASSEMBLY. Once the decals were applied and sealed, the remaining nose grab irons and end details were added and carefully painted with a small paintbrush.

Bill of materials

Athearn

4931 C44-9W, undecorated kit

A-Line

29200 windshield wipers
29210 cab sunshades
70321 Athearn repowering kit

American Model Builders

238 Dash 9-44CW window set

Campbell Scale Models

256 chain

Circuitron

800-7416-12 high-output lamp

Detail Associates

1022 ditch lights
1508 m.u. hoses
1803 Sinclair antenna
2503 1/2" iron pipe
2504 3/4" iron pipe
2522 .015" x .018" brass bar
102213 uncoupling lever brackets

Details West

139 air filter
190 Leslie air horn
220 m.u. cable
232 GE Dash 9 detail set
255 snowplow

Microscale Decals

87-527 late 1980 GE
locomotive data

87-925 GE Dash 9 and AC-4400
locomotive data

87-1009 BNSF Dash 9-44CW
diesel locomotives

NorthWest Short Line

7142-4 scale 42" wheels for Athearn

Overland Models

9171 door handles with lock

Precision Scale

3307 air hoses

Scalecoat II paint

23 Silver
26 Santa Fe Red

Smokey Valley

74 EMD safety cab

Testor Corp. Model Master paint

1160 Dullcote
1161 Glosscote
1749 Flat Black
1768 Flat White
1796 Jet Exhaust
2023 Yellow
2737 Gray Primer

Utah Pacific

62 GE lift rings
77 cab mirrors

Westerfield

1197 scale 18" drop grab irons

applying them. The other decal items were applied as specified in the Micro-scale diagrams.

Then I did the detail touch-up painting with a small brush. My last step was to spray everything with Testor's Dullcote, which dries flat and makes an excellent base for chalk weathering.

Weathering

My model represents a new diesel so it's only lightly weathered with chalks, as they're easy to control. I started by painting all of the grills flat black. Then I rubbed off the grills so the black only remained in the deep areas.

I applied a mixture of tan, brown, and black chalks to the trucks and running gear with a soft brush. The fuel filler areas show some black spills, and there's some soot on the roof around the exhaust stack that fades out toward both ends of the locomotive. My walkways got some tan chalk to simulate a dusty appearance.

I sealed the surfaces using an air-brushed mix of Testor's Dullcote and Glosscote. My formula for new diesels is one part Dullcote and three parts Glosscote. I let everything dry for three or more days.

Electrical improvements

I removed the wheelsets and carefully soldered feeder wires to the metal sides of the gearboxes. Then I painted the sides of the gearboxes black. I also replaced the original wheels with North-West Short Line wheels and painted their centers with a grimy, rusty color.

After reassembling the trucks, I installed an A-Line repowering kit, using the truck feeder wires to replace the Athearn contact strips. I installed Circuitron 1.4mm high output lamps as ditch lights and headlights.

Final assembly

I installed the window glazing, then added the windshield wipers, remaining grab irons, handrails, the exhaust stack, and the snowplow.

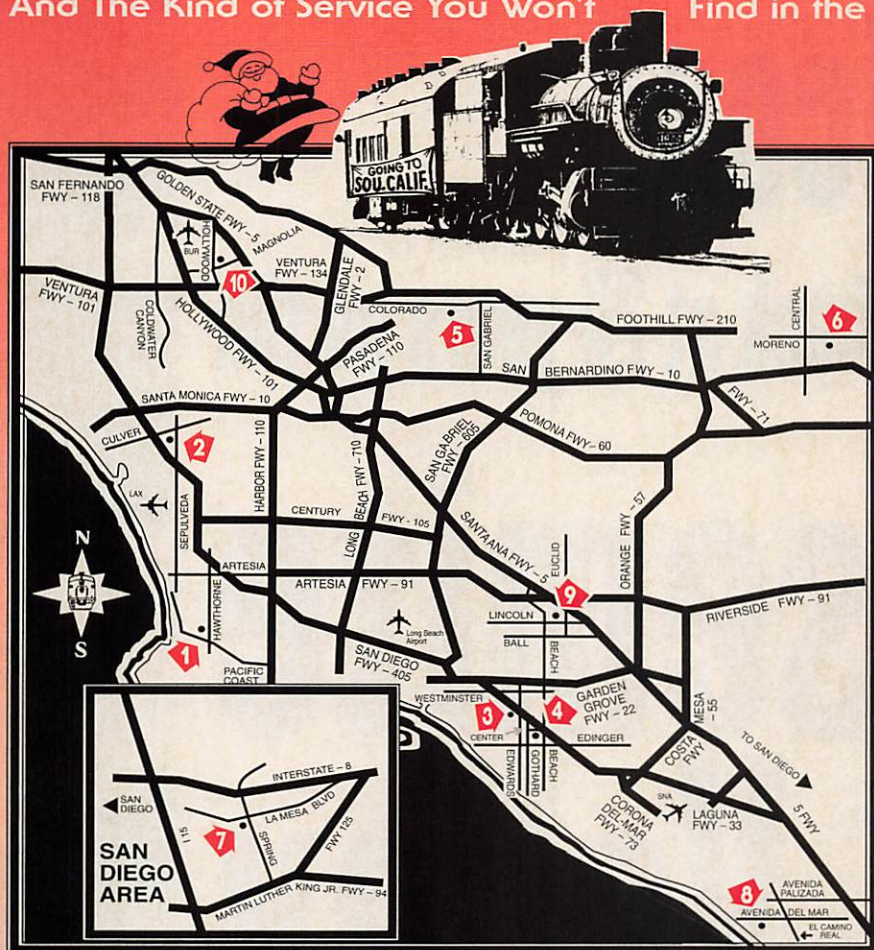
My last step was to attach the body to the frame and mount the couplers. A Kadee no. 28 coupler fit right into the rear Athearn coupler box, but I used a longer no. 26 on the front to clear the plow. Once the hand brake chain was attached at the truck, my BNSF engine was ready for its first assignment. ☐

Pelle is a 42-year-old art director and graphic designer who lives in a suburb of Copenhagen, Denmark. His HO scale Tehachapi Pass layout was featured in the March 1998 MODEL RAILROADER.

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Choices:

Looking back at 20 years on the

Yosemite Valley

By Jack Burgess
Photos by Lou Sassi



Despite some glitches, careful planning paid off in a highly satisfying HO layout

In 1981 I came home from the lumberyard with the first load of material for a new layout to be based on the Yosemite Valley RR. Now, after nearly 20 years of effort and thousands of hours of enjoyment, the layout appears generally complete to the casual visitor, with nearly all of the scenery complete, three-quarters of the buildings finished, and enough equipment built to run realistic operating sessions.

While many layouts get rebuilt several times before reaching age 20, my YVRR has fulfilled all of my expectations. It may therefore be worthwhile to look back at some of the choices I made.



Modeling a prototype

When I re-entered the hobby as an adult over 30 years ago, I pulled out a California road map and chose an interesting geographical location for a free-lanced railroad. I felt free-lancing would allow me to exercise my creative spirit without needing to make excuses or maintain prototype fidelity. For a while I did just that – painting boxcars bright Caboose Red and flatcars Reefer Yellow, all lettered for the Mad River RR.

However, within a few years I discovered I could derive greater personal satisfaction by building models of specific prototypes. In searching for a real railroad to duplicate, I discovered that the Yosemite Valley RR had all the characteristics I wanted – it was in California, it had some interesting equipment which didn't seem too hard to

replicate, and, most importantly, the two published books on the railroad had a lot of photos to aid in scratch-building structures and equipment.

I set down my goal: "To model the Yosemite Valley RR as it existed in August 1939 as accurately as possible using state-of-the-art techniques and contest-level modeling." Such an earnest goal for a hobby may seem self-destructive, but it has helped me maintain my own personal construction standards and is always kept in mind when choices and compromises must be made.

While prototype modeling (especially to the degree that I practice it) is not for everyone, it has been one of the factors in maintaining my interest the past 25 years. Poring through old files and records, studying photos, talking to past

▲ 1. Engine no. 29, one of the Yosemite Valley's six 2-6-0 Moguls, arrives at El Portal, gateway to Yosemite National Park. The hotel is based on the real thing, as are all details on this carefully researched multi-deck layout set in August 1939.

YV employees, and researching how the railroad operated long ago have been rewarding experiences.

Many modelers prefer free-lancing or prototype free-lancing, but I always encourage considering a specific prototype instead. Accurately duplicating a real structure or freight car to the best of your ability and knowledge is very rewarding. Picking a specific era or, better yet, year to model makes history come alive as you begin paying more attention to clothing styles, business signs, and the hundreds of other details

Layout at a glance

Name of railroad: Yosemite Valley RR

Scale: HO (1:87)

Size: 20 x 20 feet

Prototype: Yosemite Valley RR

Locale: California's San Joaquin Valley and Merced River Canyon

Period: August 1939

Layout style: multideck along the walls with peninsula

Length of mainline run: 112 feet

Layout heights: 44" at Merced to 61" at El Portal (6" stepped floor at El Portal results in height of 55" there); 82" at Camp 17

Benchwork: open grid

Roadbed: 1/2" Homasote over 1/2" plywood

Track: handlaid code 70 with code 83 on SP and AT&SF mains and code 55 on Edendale siding

Turnout minimums: no. 5, all controlled with slow-action switch motors

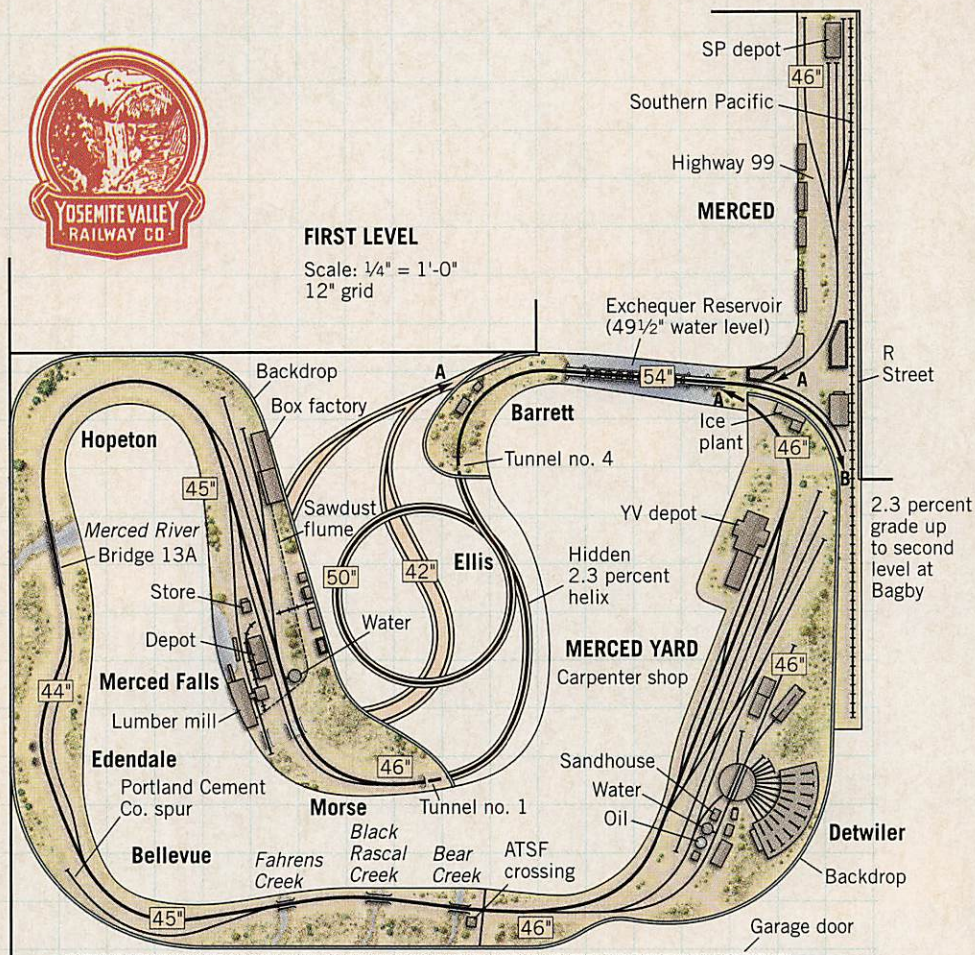
Minimum curve radius: 22" with spiral easements

Maximum grade: 2.3 percent

Scenery construction: paper towels dipped in plaster and draped on screenwire

Backdrop: handpainted on 1/8" Masonite hardboard

Control: System One DCC with SoundTraxx decoders



ILLUSTRATIONS BY RICK JOHNSON AND ELISABETH ROWAN

related to specific periods. You may think that no one else cares if U. S. Post Office mailboxes were once olive green rather than patriotic blue, but attention to these little details makes the hobby even more satisfying.

Planning

I'm a civil engineer, so it should come as no surprise that I did some relatively detailed track planning before beginning actual construction of my railroad, especially as I intended this to be my "ultimate" layout. I tested a proposed final design by fabricating a 3-D model, then remedied the problems exposed. A final track plan was then accurately drawn at 1" scale to be sure that everything would fit and to use as a guide during construction.

Partly as a result of this careful planning, few changes have been made from the original plan, which was published in the August 1987 MR. The only major change was enlarging and rebuilding El Portal when more space became available after I moved my modeling shop from the layout room to a spare bedroom several years ago. (I described this change in the 1998 issue of *Model Railroad Planning*, the annual layout design

magazine published by Kalmbach Publishing Co.) Also I deleted the turntable planned for Bagby (it wasn't used by the railroad in 1939 anyway), and made a minor change in the siding at Emory.

Although additional information sources have surfaced since I originally drew up my track plan, prototype photos and maps were used to develop all of the yards and sidings to ensure they closely duplicated the actual YV. This effort has paid off in a number of ways.

First, I have been able to replicate prototype operations in formal operating sessions which were finally started years after all of the track was in place. More importantly, copying the prototype was much easier than developing well-designed yards from scratch. Unless a designer has a good understanding of prototype yard design, track changes after operations have commenced are almost inevitable.

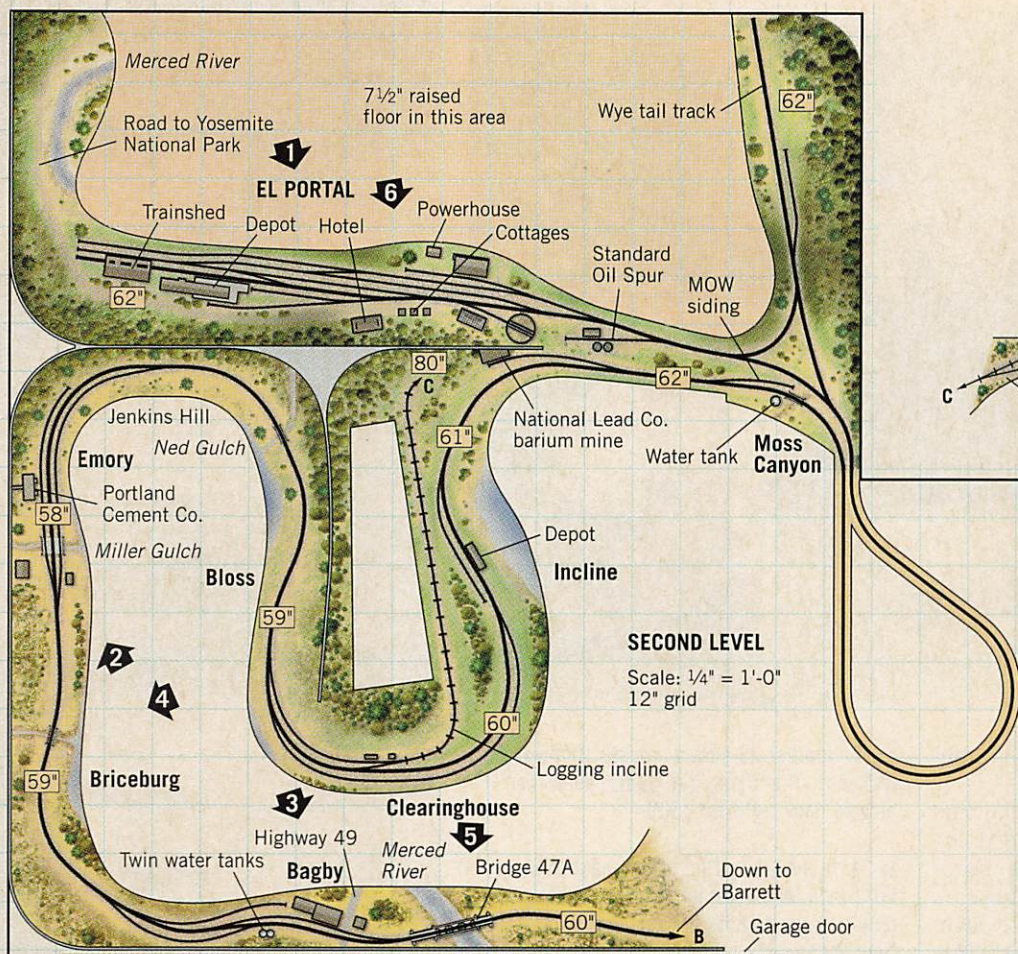
One area of my track planning which proved disappointing was that I didn't allow sufficient space for future buildings. When free-lancing, selecting structures is often simply a matter of finding buildings which generally fit the era, style, pocketbook, and space available after basic scenery is complete. How-

ever, when developing a track plan based on a specific prototype, scale building footprints need to be carefully considered during initial design.

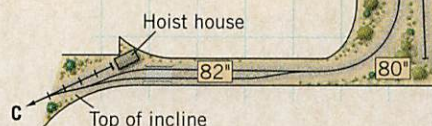
While I included in my final track plan representations of all the prototype buildings I knew I eventually wanted, I really didn't pay that much attention to their actual sizes until years later. Unfortunately, I discovered I didn't have enough room to include certain buildings without either compromising their size or extending the layout. Where I couldn't expand the layout without encroaching on essential aisle space, I resorted to some building compression. It's not that noticeable, but I wish that I had given this potential problem more thought.

Choices

Model railroading is a hobby of choices – from scale and gauge to era, equipment, and geographic setting. Early in the design phase, I decided on a multideck approach. This decision was driven by the limited space available (20 x 20 feet) and the desire to include a relatively long main line with enough track between towns and switching opportunities to avoid having



THIRD LEVEL
Yosemite Sugar
Pine Lumber Co.



▼ 2. Number 25 switches empty rock cars into the Yosemite Portland Cement Co.'s limestone bunkers at Emory, deep in the Merced River Canyon. Jack scratchbuilt dozens of YV hoppers from Westerfield resin kits.





the caboose in one town while switching the next town up the line.

In the early 1980s, multideck layouts were a fairly new concept, and if my space had been two or three times larger I probably would have chosen a more conventional, single-deck design. After all, multideck layouts are slightly more difficult to design and construct, and some visitors or operators will invariably find one level too high or another too low.

It's also important to remember that each aisle must serve twice the amount of layout. Some space problems can be avoided by increasing aisle widths where possible and ensuring that major yards are offset between levels, but still operating crews must be able to pass each other at various times and places.

My aisles are narrow in some spots, limiting the number of operators to a maximum of five or so. Since the YV had only five freight engines (all 2-6-0s) and a couple of 4-4-0s which were only used occasionally during the summer, the limit on operators is not too serious. However, it also eliminates two-person crews (such as an engineer and a brakeman or conductor). If you plan to run a lot of trains simultaneously, wide aisles are essential.

Some modelers also express concern about the visual clutter of a multideck layout and argue that it can be distracting to viewers. I (and most visitors) have not found this a problem, especially since I varied the deck widths.

Having a free-flowing front fascia also helps. I find that most visitors and

▲ 3. Number 28 slowly crosses Highway 49 in Bagby. The signs, gas pump, even the bicycle, look right for 1939.

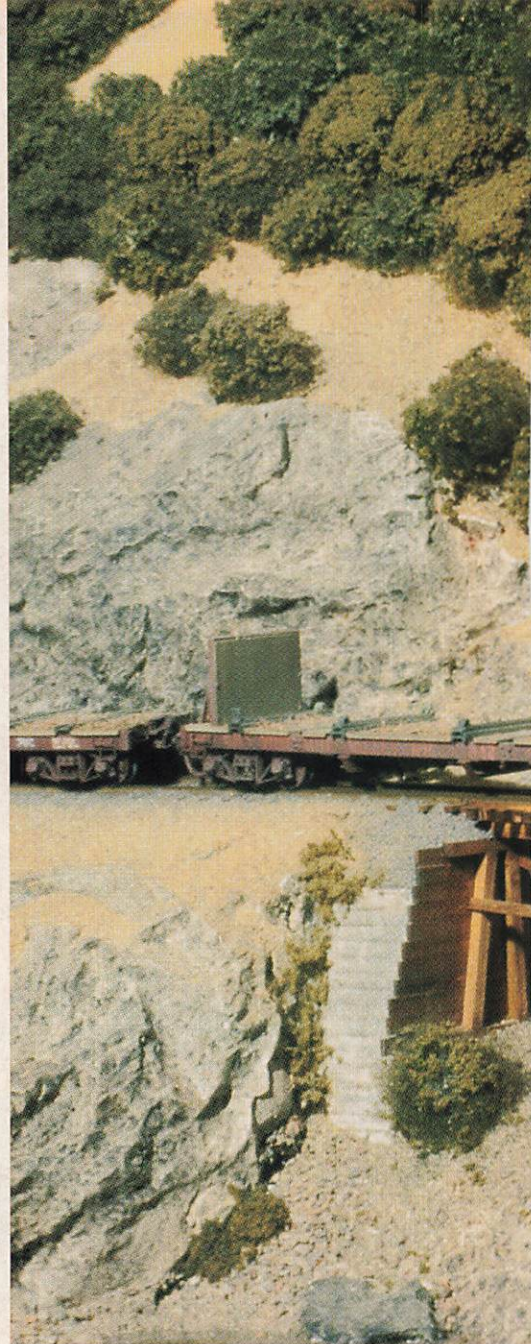
► 4. In modeling this bridge east of Briceburg Jack followed the prototype exactly. The resulting abutments are far more interesting than those most modelers would come up with on their own – and you know they're engineered right!

operators concentrate on a single deck at a time rather than scan from deck to deck like a supermarket shopper. The newer mushroom layout concept (decks above one another viewable only individually and from opposite sides) eliminates this concern but generally requires a higher ceiling than I have.

The two main levels on my layout are connected by a single-turn helix hidden in the center peninsula and a climbing grade hidden behind the yards at Merced, both with grades of 2.3 percent. Modeling a prototype which had only small motive power (especially steam) and incorporating a ruling grade of 2.3 percent can quickly and severely reduce train lengths.

However, selecting a ruling grade is interrelated with other choices. While I could have reduced my ruling grade by lengthening the run, this would have resulted in the train being out of view in the helix for a longer time.

In addition, longer trains require longer passing sidings – it does little good to be able to run 15 to 18 car trains if your passing sidings have a capacity of only a dozen cars.



But then longer passing sidings reduce the apparent length of the main line between towns and switching locations and will also require larger main yards to build up and accommodate the longer trains. And so it goes.

The combination of choices on my layout limits freight trains with a single 2-6-0 to five to six cars, depending on how freely the trucks roll. However, the passing sidings are also relatively short, resulting in fairly compact towns along the line.

I still occasionally run longer trains downhill from El Portal to Merced. However, since they are longer than most of the available passing tracks, any meets with uphill trains arriving first are accommodated with a saw-by maneuver, which simply adds to the operating enjoyment.



Benchwork, track, and other choices

Benchwork design is another choice every layout builder must face. L-girder benchwork can be the best when making drastic design changes after construction begins and is also great for the builder without access to a power table saw or miter saw.

However, I chose traditional open-grid benchwork because I not only had the necessary power tools, but felt that it provides stronger, more rigid benchwork (important if the layout may be moved in the future in large pieces). I also feel that grid benchwork can provide a more secure attachment for the front fascia.

Modelers have a wide range of choices when it comes to track, even more now than when I started my layout. Flextrack is now available in code

70, code 83, and code 100 and is also a lot more realistic than that available 20 years ago. However, I chose to handlay all my track.

I had also handlaid track on my previous layouts, although that choice was primarily financial – 20 dollars' worth of track materials could provide a week's worth of hobby time, while the same 20 dollars' worth of flextrack and prefabricated turnouts could be laid in a single night.

My choice was thus based on previous experiences and the fact that I had never before used flextrack. Handlaying track can be very relaxing and if the time required is no problem, it may still be the preferred choice for many modelers. However, I really have to wonder if I would handlay if I were going to start over today.

Scenery

From the beginning, I wanted to duplicate the distinct landforms and vegetation along the prototype. To establish the forms I draped plaster-soaked paper towels over screen wire. Cutting and tacking the screen takes more time than other techniques (such as using crumbled newspaper or a web of cardboard), but in many areas I am duplicating actual geographical features such as fills and cuts, and the screen's manageability makes it easy to match these features. Carving stacked layers of foam insulation board can also provide this degree of control, but may require additional work constructing supports for the foam.

Once the plaster shell was in place, I built the rest of the scenery with established techniques, including plaster



rock castings and plain old dirt bonded in place with diluted white glue.

Control and operations

Essential to satisfying operations is an appropriate control system. It was obvious to me that walkaround, plug-in throttles would maximize the advantages of my linear track plan.

Initially I used memory walkaround throttles with a progressive cab control system, employing block occupancy detectors to automatically keep each throttle connected to the correct block. While this system required considerable wiring, it eliminated many of the non-prototype functions (such as selecting blocks with toggle switches) associated with cab control systems.

While this system worked well, operations were still constrained by the

inherent limitations of blocks, chief among them being that engines in the same block can't be controlled independently. Complex operations such as saw-bys and multiple switchers working the same yard were difficult and puzzled inexperienced operators.

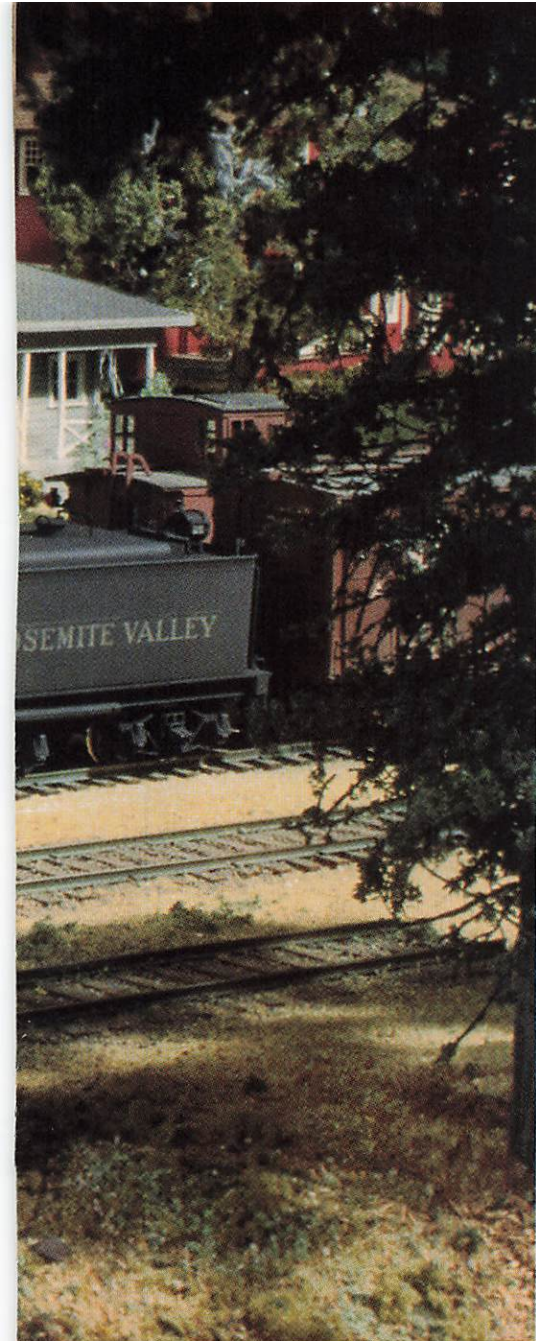
Meanwhile I was keeping an eye on the new DCC (Digital Command Control) systems. Having experimented with onboard sound systems such as Modeltronics back in the 1970s, I also wanted sound-equipped locomotives as part of the conversion. I therefore waited until SoundTraxx released its sound-equipped DCC decoders, then made the change.

The switch to DCC has been very rewarding. Operations are fluid and responsive to the needs of the train engineers. The timetable includes a

three-way meet with a saw-by, a fascinating exercise which would have been nearly impossible without DCC.

Sound also adds a whole new level of prototype fidelity – once you experience it you will not want to go back to locomotives without it. Some operators without experience on a layout running numerous sound-equipped locomotives simultaneously may be concerned about the distraction of the overall sound volume, but I have not found this to be a problem. The volume on the decoders is adjustable, enabling me to keep the overall volume relatively low.

The YV doesn't have a regular crew. Instead, I like to rotate through a long list of interested fans, an approach requiring that operations be logical and easy to understand. Toward this end I use copies of actual YV forms includ-

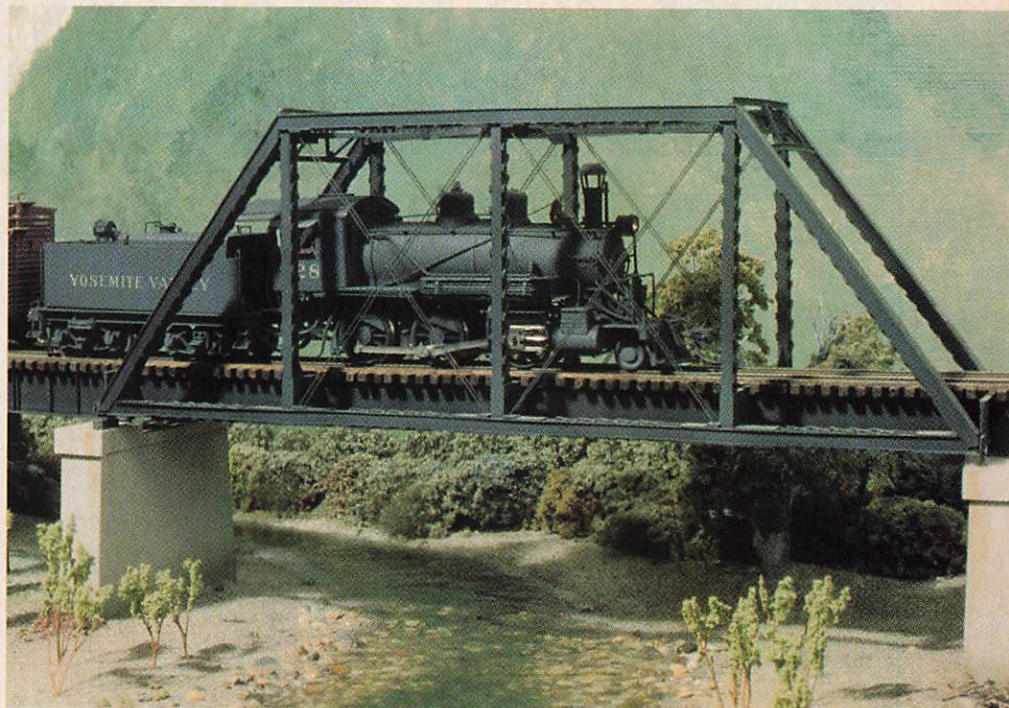


ing clearance cards, dispatcher sheets, train order forms, and timetables.

Because I think they are easier to understand, I use switch lists instead of car cards for car forwarding. While this system takes a few minutes to set up before an operating session (filling in the pickups and setouts for each regular freight train), this approach also allows me to move cars around between operating sessions without concern.

Summary

Even after I finished my track plan 20 years ago and looked around the empty layout room, I doubt if I was actually able to envision the layout as it now exists. However, each step, from the first benchwork to the first stark plaster scenery, helped clarify and validate my original vision.



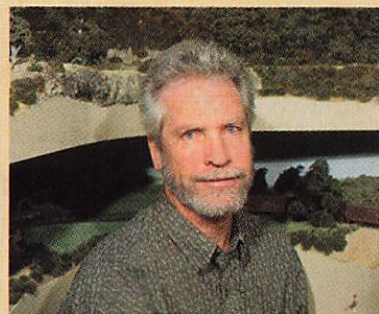
▲ 5. Approaching the small community of Bagby, engine no. 28 rolls across Bridge 47A spanning the Merced River. The river carved a route for the railroad eons before anyone set foot in California.

◀ 6. Engine no. 27 leaves El Portal in the early morning with the El Portal local. She's headed for Merced, out in the San Joaquin Valley. Those three identical cottages look like quite most comfortable places to stay while visiting Yosemite Park.

As I watched my only locomotive (a Santa Fe 2-8-0 lettered for the YV) roll through my first scenery efforts, little did I realize that the Beaver Creek Model Co. would someday release imported brass models of all of the YV Moguls. And while dazzling visitors with tape-recorded background sounds years ago, it was impossible to realize that these would someday be replaced with digitally recorded sound chips.

Model railroading has been a continuously challenging and rewarding hobby. Even after 20 years of enjoyment on my current layout, I still look forward to many more years of model building and operation. ♣

Jack Burgess' layout will be one of dozens open for modelers attending the National Model Railroad Association's national convention in San Jose, Calif., July 30 to August 6, 2000. For more convention information, visit the Web site at www.nmra2000.org, or write to 21st Century Limited, P. O. Box 2801, Alameda, CA 94501.



Meet Jack Burgess

Jack has been interested in building models as long as he can remember. A Christmas HO train set inspired the start of a couple of layouts in his youth, but neither got much beyond the benchwork.

He took up the hobby again as an adult in 1965 and built three layouts, two of them small switching railroads, before embarking on his current multideck Yosemite Valley.

Jack's wife, Jacque, shares his interest in trains, and her first garden railroad was featured in the September 1995 MR. Together Jack and Jacque have three children and three granddaughters.

Jack has worked as a civil engineer for the City of Newark, Calif., for the past 35 years. He's active in the National Model Railroad Association and is an NMRA Master Model Railroader. He's writing a book on the real Yosemite Valley RR.



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PECO HO N.S. TRACK CODE 100

Specify Ins. Frog or Electro Frog	
SL100 Flex Wood or Concrete	3.19
ST244 Right Curve Turnout	NEW 18.95
ST245 Left Curved Turnout	NEW 18.95
SL90 Doubleleg Switch	35.50
SL94 12" Crossing	11.25
SL93 24" Crossing	10.40
SL99 3 Way Turnout	27.25
SL97 Small Wye Turnout	10.15
SL98 Large Wye Turnout	11.75
SL86 Right Curved Turnout	13.10
SL87 Left Curved Turnout	13.10

PECO H.O. N.S. TRACK CODE 100 (Cont'd)

SL91 Right Small Turnout #4	10.15
SL92 Left Small Turnout #4	10.15
SL95 Right Med. Turnout #6	10.40
SL96 Left Med. Turnout #6	10.40
SL88 Right Large Turnout #8	13.10
SL89 Left Large Turnout #8	13.10
PL10 Switch Machine	5.25
PL12 Motor Adaptor	2.75
Invisamount	1.65
SL10 Rail Joiners	2.50
SL11 Ins. Rail Joiners	2.00
Caboose Ind. 2188 Ground Throw	2.39
Caboose Ind. 2045 Sprung Ground Throw	4.25

HO CLOSEOUTS

Bachmann Streamline Trolley	9.95
Bachmann F9 Diesel - Chessie	11.95
LL GP38 P/D Caboose - UP, Chessie	22.95
Life-Like Deluxe Freight Car Set (4)	9.95
Life-Like F40 PH Amtrak	16.95
Life-Like Trackside Accessory Assortment	16.95
Life-Like GP38 - SF, BN, N&W, CR	15.95
Bachmann 250 Ton Crane & Boom Car	16.25
Bachmann 250 Ton Crane & Floodlight	16.95
Bachmann Diesel Horn Shed	16.25
Bachmann Steam Whistle Shed	16.25
Bachmann Lighted Passenger Station	14.50
Bachmann Lighted Freight Station	14.50
Bachmann Oil Tank with Light	9.95
702 Trackside Shanty	4.50
715 Refreshment Stand	4.50
707 Station Platform	4.00
706 Pass. Station	6.50
703 Atlas HO Water Tower Kit	5.00
750 Atlas HO Lumber Yard Kit	6.00
760 Atlas HO Restaurant Kit	6.50
Tortoise Switch Machines	SAVE 11.95
Kadee® Couplers #5 (20)	6.95
1332 LL Post Office	5.00
1361 LLL Car Wash	5.00
Athearn AMD103 P41, P42	36.95
Kadee® #13 Sample Kit (29 p.crs.)	15.95
701 Gate Tower	4.50
704 Signal Tower	5.00
Xuron Track Cutters	9.95

SAVE 11.95



6202 Bachmann
HO Gandy Dancer
\$10.95

FREE SHIPPING

on Bachmann E-Z Track,
Peco Track, and all
Kato Products.
OFFER ENDS 12-31-99.

MICRO-TRAINS

WE CARRY THE FULL LINE OF MICRO-TRAINS

1000-10 Bettendorf Trucks - 10 Pack	28.99
1010-10 Archbar Trucks - 10 Pack	28.99
1015-10 Short Shank Couplers	9.95
1030-10 Roller Bearing Trucks - 10 Pack	28.99
1033-10 Roller Bearing Med. Ext.	28.99
1035-10 Barber Roller Bearing Trucks	28.99
1037-10 Barber Roller Bearing Med. Ext.	28.99
1038-10 Barber Roller Bearing Long Ext.	28.99
1050 Starter Coupler Kit	26.99

KATO N GAUGE

SD40-2-B.N., C&NW, CSX, M.R., N.S., U.P., SOO, EMD, Undec. - NEW RELEASE	67.50
Due December, Now Taking Orders	
70 Ton Hopper - 2 Car Set - E.L., M.R., D&RG, Seaboard, S.P., N.P.	NEW 21.95
2A-1 and PB-1 - EL (AA), NYC (AB), PENN. (AB), SP (AB), Wab. (AA), Undec. (AB)	FINAL SALE 115.00
13-501 Pocket Engine Yellow	21.95
10-385 Haruka 6 Car Set	NEW 159.95
10-505 Pocket Pass. Set (3)	17.50
F7 ABA - Santa Fe, G.N.	LIMITED 229.95
RR Business Cars - CB&Q, C.P., N.Y.C. So., S.P. Undec.	SALE 16.95
10-381 9 Car Show Train	NEW 219.95
10-327 Eurostar 8 Car Set	179.95
10-340 Max Set - 2 Level	SALE 139.95
10-361-365 4 Car Subway Set	SALE 68.95
BR86 2-8-2 German Tank Loco-Gray	99.95
10-382 Nozomi Standard 7 Car Set	NEW 149.95
Kato Japanese Catalog	14.95

KATO N GAUGE UNITRACK

20-000 9-3/4" Straight Track (4)	6.00
20-010 7-5/16" Straight Track (4)	5.65
20-020 4-7/8" Straight Track (4)	5.25
20-021 4-7/8" Road Crossing Track (1)	2.00
20-030 2-1/2" Straight Track (2)	2.25
20-032 2-1/2" Magnetic Uncoupler (1)	3.75
20-046 2-7/16" Bumper A (2)	4.99
20-047 2-7/16" Bumper B (2)	4.99
20-048 2-7/16" Bumper C (2)	4.99
20-049 2-7/16" Straight Track (4)	4.50
20-041 2-7/16" Feeder Track (2)	3.25
20-045 2-7/16" Snap Track Conv. (2)	1.75

KATO N GAUGE UNITRACK (Cont'd)

20-050 3'-4-1/4" Expansion Track (1)	4.90
20-091 Track Assortment (8)	9.75
20-100 R 9-3/4"-45° Curve Track (4)	5.65
20-101 R 9-3/4"-15° Curve Track (4)	4.99
20-110 R 11"-45° Curve Track (4)	6.00
20-111 R 11"-15° Curve Track (4)	4.85
20-120 R 12-3/8"-45° Curve Track (4)	6.00
20-121 R 12-3/8"-15° Curve Track (4)	4.85
20-130 R 13-3/4"-45° Curve Track (4)	5.65
20-132 R 13-3/4"-15° Curve Track (4)	4.85
20-140 R 15"-30° Curve Track (4)	5.65
20-150 R 28-1/4"-15° Curve Track (4)	5.65
20-160 R 19"-15° Curve Track (4)	5.25
20-202 Ele. Turnout Left #6	16.75
20-203 Ele. Turnout Right #6	16.75
20-220 Ele. Turnout Left #4	23.00
20-221 Ele. Turnout Right #4	23.00
20-210 Double Crossover	44.95
20-300 7-5/16"-15° Crossing Right	6.99
20-301 7-5/16"-15° Crossing Left	6.99
20-320 4-7/8"-90° Crossing	11.95
23-015 1/2" to 2" Incline Pier Set	8.99
23-016 Gradual Incline Pier Set	7.99
23-017 2" Pier Set (5)	4.50

KATO N GAUGE UNITRACK VIADUCTS

20-401 9-3/4" Dbl. Trk. Set (1)	11.25
20-411 7-5/16" Dbl. Trk. Set (2)	10.75
20-541 16-5/16" Dbl. Trk. Curve (2)	12.00
20-400 9-3/4" St. Viaduct (2)	7.50
20-410 7-5/16" St. Viaduct (2)	6.99
20-420 4-7/8" St. Viaduct (2)	6.99
20-440 2-7/8" St. Viaduct (2)	4.50
20-505 R9-3/4"-45° Curved Viaduct (2)	7.50
20-510 R11"-45° Curved Viaduct (2)	8.00
20-520 R12-3/8"-45° Curved Viaduct (2)	8.50
20-530 R13-3/4"-30° Curved Viaduct (2)	9.95
20-531 R15"-30° Curved Viaduct (2)	7.75
20-540 R13-3/4"-45° Curved Viaduct (2)	8.50

KATO N GAUGE BRIDGES & STRUCTURES

20-435-438 Dbl. Trk. Truss Bridge	15.75
23-018 Dbl. Trk. Pier Set - Pre-cast	10.75
23-019 Dbl. Trk. Pier Set - Poured	9.00
20-430 34 9-3/4" Truss Bridge	9.50
20-450 34 7-5/16" Girder Bridge	7.00
20-816 One Sided Platform Set	19.95
23-200 Overhead Station Set	46.95
23-220 Railroad Station	NEW 28.50
23-221 Rural Freight Station	NEW 28.50
23-222 RR Personnel House	14.95
23-300 Long Engine House Kit	11.95
23-310 Industrial Building Kit	19.95
23-315 Station and Signal Tower	9.95
23-400 Rural Engine House	NEW 14.95
23-500 N. Toyota Autos	6.50

KATO N GAUGE UNITRACK SETS

K-1 Starter Set	SALE 26.00
K-2 Starter Set	SALE 54.95
K-3 Viaduct Set	SALE 84.95
20-840 Double Track Viaduct Set	NEW 103.95
23-125 Viaduct Station Set	NEW 79.95
23-230 Viaduct Station Entrance	NEW 35.95
23-231 Viaduct Station Shops	NEW 32.95
23-232 Viaduct Platform	NEW 21.95
23-224 Rural Overhead Walkway	NEW 16.95
23-401 High Tension Towers (3)	NEW 10.50

KATO SPECIALTY PRODUCTS

11-601 Insulated Axles	3.75
31-601 HO ASF Ride Control Truck	3.69
11-0601 N 4 Wheel Passenger Car Truck Black	4.39
11-0602 N 4 Wheel Passenger Car Truck Silver	4.39
11-204 Single Car Lighting Kit	3.95
11-501 NGM-5 Motor Double Shaft	10.99
23-190 Structural American Decals	3.49

ALL KATO HO UNITRACK

2-120 4-1/2" St. Trk.	ea. 1.80
2-130 6-7/8" St. Trk.	ea. 1.85
2-150 9-3/4" St. Trk.	ea. 1.89
2-151 9-3/4" Feeder Trk.	4.50
2-170 Bumper (2)	7.49
2-210 Curved Track 21-5/8" R.	ea. 1.89
2-220 Curved Track 24" R.	ea. 2.20
2-240 Curved Track 31-1/8" R.	ea. 2.35
2-250 Curved Track 31-1/8" R.	ea. 2.49
2-850 El. Turnout #4 Left 21-5/8" R.	31.00
2-851 El. Turnout #4 Right 21-5/8" R.	31.00
2-860 El. Turnout #5 Left 34-5/16" R.	35.00
2-861 El. Turnout #6 Right 34-5/16" R.	35.00
3-102 Oval Track Set	NEW 52.95

KATO N AND HO ACCESSORIES

24-843 Adapter Cord	2.69
20-601 Auto Signal Power Supply	16.99
20-605 3 Light Signal	29.95
20-602 Power Cord	2.69
24-840 Turnout Control Switch	5.25
24-841 Turnout Extension Cord	2.50
24-842 DC Converter	4.50
20-900 N Scale Unitrack Template	11.25
24-000 N Scale Rerailer	1.00
24-815 Unjoiners	3.95
24-816 Insulated Unjoiners	3.95

KATO N AND HO ACCESSORIES (Cont'd)

24-817 Right S-Joiner (20)	3.45
24-818 Terminal Wires	3.25
24-825 DC Extension Cord	2.69
24-826 AC Extension Cord	2.69
24-827 3-Way Extension Cord	3.95
22-010 Transformer	69.95
11-702 N Knuckle Couplers	4.39
11-206 N 6 Car Pass. Lighting Kit	24.95

20-650 Auto Crossing Gate.....SALE 164.95

20-651 Track Adapter For Gate.....39.95

WALTHERS HO SCALE KITS

1170 P-51D Mustang (2)	NEW 15.95
3007 2 Stall Engine House	25.95
3012 Double Track Truss Bridge	18.95
3015 O.L. King & Sons Coal Yard	19.50
3016 Allied Rail Rebuilders	24.95
3017 New River Mining Company	32.95
3019 Medusa Cement	29.50
3021 Northern Light & Power	29.50
3022 ADM Grain Elevator	29.50
3028 Merchants Row I	26.95
3029 Merchants Row II	26.95
3036 Grain Elevator	24.95
3039 Back Shop	32.75
3040 Car Shop	32.75
3041 Round House	35.95
3044 Hardwood Furniture	36.00
3045 Vulcan Manufacturing Co	26.95
3046 George Roberts Printing Inc	31.50
3047 Stockyard	22.50
3048 Champion Meat Pkg. Co	35.95
3054 Blast Furnace	109.95
3057 Lumber Yard	NEW 34.50
3058 Sawmill	NEW 61.95
3059 Planing Mill & Shed	NEW 43.49
3060 Paper Mill	NEW 84.21
3061 Sunhse Feed Mill	28.95
3062 Glacier Gravel Co	36.95
3063 Clarkesville Depot	21.25
3064 Merchants Row III	17.45
3070 Motorized Bascule Bridge	16.95
3071 Interlocking Tower	16.95
3024 Milwaukee Beer & Ale	NEW 63.95
3055 Tn-State Power Authority	NEW 33.95
3072 Als Victory Service	NEW 17.95
3073 Midstate Marble Products	NEW 36.95
3080 Mirandas Bananas	NEW 36.95
3082 Mills Bros. Lumber	NEW 40.40
3083 Backwoods Loco Shop	NEW 32.95
3084 Lakeside Shipping	NEW 24.95
3101 Utility Pole Set	7.95
3121 High Voltage Towers	13.95
3135 Turntable (Motorized)	44.95
3138 Concrete Street System	9.95
3139 Brick Sidewalk System	9.95
3144 Sawmill Outbuildings	NEW 32.95
3145 Rotary Dumper	NEW 34.95
3155 Street System - Concrete	NEW 8.95
3156 Street System - Brick	NEW 8.95
3160 Building Back - Centennial Mills	NEW 18.95
3161 Building Front - Variety Printing	NEW 18.95
3600 River Road Mercantile	NEW 24.24
3601 Aunt Lucy's House	NEW 24.24
3602 Willow Glen Bridge	NEW 20.95
3604 Smiths General Store	NEW 24.24
3701 Backwoods Loco Shop Dix	NEW 44.44
3702 Lakeside Shipping Dix	NEW 40.40
5070 Motorized Crane Can	NEW 46.46
93131 Hot Metal Bottle Cars	44.95
93141 Slag Car (3 Pack)	39.95

DPM HO KITS (Cont'd)	
201 Schultz's Garage	8.95
202 Pam's Pet Shop	8.95
203 C. Smith Packing House	9.95
204 Walker Building	8.95
354 Fedups Freight Company	24.95
355 Tara Surplus Window Warehouse	24.95
356 The Powerhouse	24.95
361 Arched Window Industrial Building	24.95
362 Rectangular Window Industrial Building	24.95
363 Victorian Style Storefront Building	24.95
364 20th Century Storefront Building	24.95
365 Steel Sash Window Industrial Building	24.95
401 Drywall Inks	34.95
402 Whitewater Brewing	39.95
403 Entertainment District	35.95
404 Emery Lane	31.95

MODEL POWER HO GAUGE BUILT-UP STRUCTURES LIGHTED WITH FIGURES	
550 Lackawanna Coaling Station	18.75
551 Silverton Water Tank and Shed	12.75
565 Deluxe Shell Tank - Flashing	18.75
571 Gulf Gas Tank - Flashing	18.75
572 Steam Loco Building	14.95
574 Freight Terminal	14.25
588 Kennedy's House	13.50
589 Simpson's House	13.50

BACHMANN SPECTRUM HO CITYSCENES BUILDINGS	
88002 Ambassador Hotel	NEW 44.95
88003 Metropolitan Bldg	NEW 44.95
88004 Variety Store	NEW 29.95
88005 Bus Station	NEW 24.95
88006 Department Store	NEW 34.95
88007 Trade Tower	NEW 49.95
88008 Savings & Loan	NEW 24.95

BACHMANN N SCALE LOCOS	
510 American 4-4-0 U.P. CP	32.95
515 Prairie 2-6-2 U.P. NYC	32.95
526 Dockside 0-4-0 SF, B&O	SPECIAL 17.95
530 Consolidation 2-8-0 SF, GN	39.95
545 Mikado 2-8-2 U.P. B&O	41.95
547 Shifter 0-4-0 SF, PRR	25.95
580 Northern 4-8-4 SF, Burlington	49.95
612 GP50 S.F., N.S.	NEW 16.95
640 U36C S.F.	NEW 16.95
11450 DD40AX U.P.	43.95
610 Brill Trolley - Yellow, Main Street	15.95
629 Streamline Trolley - PTC, 7407	18.95
658 J Class J 4-8-4 N&W	49.95
EMC Class C - Electric Doodlebugs	NEW 34.95

LIFE-LIKE N SW-9/1200	
SF, B&M, FEC, GN, LV, UP, NYC & SL	
\$34.95	

Rivarossi N Greyhound Challenger	
SPECIAL \$239.95	

ATLAS FREIGHT CARS	
5 Beer Can Asst	22.95
5 70 Ton Hopper Asst	22.95
5 90 Ton Hopper Asst	22.95
5 40' Box Car Asst	22.95
5 50' Double Door Box Asst	22.95
5 Center Flow Hopper Asst	23.95
5 ACF 2 Bay CP Hopper Asst	24.95
5 42' Gondola w/Containers Asst	21.50
5 Flat Car w/Stakes	24.95
5 Piggyback w/2 24' Trailers	25.95

N GAUGE PASSENGER CARS	
1055 47' Old Time Combined-UP, CP	5.95
1056 47' Old Time Coach-UP, CP	5.95
1022 Bach, Amfleet Coach - Ltd	9.95
4355 Bach, Full Dome Amtrak Car	8.95
M.P. 4 Car Pass. Set - U.P., Amt. SF, PA	32.95
Rivarossi Passenger Sets	Call for Price

N Centerline Rail Cleaner - Brass	
With Micro-Train Couplers	44.00
N Centerline Rail Cleaner - Die-Cast	48.50
With Micro-Train Couplers	36.75
Model Power Track Cleaning Car	41.25
M.P. Die-Cast Searchlight Car	12.99
M.P. Die-Cast Searchlight Car	7.50

N GAUGE FREIGHT CARS	
20 Cars/39.95	SALE 2.25 ea.

N GAUGE CLOSEOUTS	
Life Like GP38 - SF, CR, BN, CSX	17.95
LL Remote Switch #4 L or R	5.49
505 USRA 0-6-0	16.95
Russell Snow Plow	6.49
C.C. AutoRacks	11.95
Life-Like F40 PH - Amtrak	18.95
Kato RS-2 Diesel	59.00
DN148K Digitrax Decoder for Kato RS-2	29.00
Kato Smoothside Passenger Set (4) S.P.	65.00
Bachmann Highballer Train Set	29.95
Bachmann Prairie Flyer Train Set	49.95
Life-Like Little Joe Train Set	32.95
Minitrix K-4 Pacific - Santa Fe	69.95
Minitrix 0-6-0 with Tender - Santa Fe	52.95

ATLAS N GAUGE	
2569 900 Crossing	3.95
2500 29' Flex - Black Ties	10/16.25
2700, 01 Remote Switch #4 - Black Ties	8.25
2704, 05 Rem. Switch #6 - Black Ties	8.25
2750, 51 Customline Switch	5.25
2715, 16 Switch Machine	4.25
2790 Turntable	NEW 10.95
2791 Turntable Motor	NEW 9.95
2840 Signal Tower	NEW 9.95
2841 Pass. Station Kit	NEW 14.95
2842 Station Platform Kit	NEW 7.95

PECO N S. TRACK CODE 80	
ST5 Right Small Radius	8.70
ST6 Left Small Radius	8.70
577 Short 25 Degree Crossing	8.70
SL300 36 Flex Track Sect. - ea	2.95
SL302 36 Flex Track w/Concrete - ea	2.95

SPECIFY INSULATING FROG OR ELECTRO FROG	
386 Curved RT. Turnout	11.50
387 Curved LT. Turnout	11.50
388 Lge. Rt. Rad. Turnout #8	11.50
389 Lge. Lt. Rad. Turnout #8	11.50
395 Med. Rt. Turnout #6	10.60
396 Med. LT. Turnout #6	10.60
394 8 Degree Crossing	10.60
397 Med. Rad. Wye Turnout	10.60
PL10 Switch Machine	5.25
PL12 Motor Adapter	2.75
PL13 Accessory Switch	3.20
PL15 Twin Microswitch	8.25
PL16 Turnout Motor Switch	5.35
Invisamount	1.65
SL310 Rail Joiners	2.50
SL311 Ins. Rail Joiners	2.00

PECO N FINE SCALE CODE 55	
SLE383 Double Crossover	63.95
SL300F - 36" Flex Track Section	3.19
SLE386F RH Curved Turnout	12.85
SLE387FLH Curved Turnout	12.85
SLE388F Large 36" Radius RH Turnout	12.85
SLE389F Large 36" Radius LH Turnout	12.85
SL390F Double Slip Switch	NEW 32.50
SLE391F Small Radius RH Turnout	10.40
SLE392F Small Radius LH Turnout	10.40
SLE394F 8 Degree (Long) Crossing	10.40
SLE395F Med. 18" Radius RH Turnout	12.30
SLE396F Med. 18" Radius LH Turnout	12.30
SLE397F Med. Radius Wye Turnout	12.30

BACHMANN N SCALE ASSEMBLED BUILDINGS	
5708 Auto Body Shop	6.25
5709 Drive-In Hamburger Stand	6.25
5810 Water Tank	6.25
5811 Coaling Station	6.25
5812 Farm House	6.25
SB13 Two Story House	6.25
5814 New England Rancher	6.25
5815 Country Church	6.25
5903 New Car Showroom	6.75
5904 Shell Gas Station	6.75
5906 Platform Station	6.75
5907 Freight Station	6.75
5908 Passenger Station	6.75

BACHMANN N TRAIN SETS WITH E-Z TRACK	
24001 Highballer	39.95
24004 Prairie Flyer	59.95
24005 Iron Duke	56.95
24006 Frontiersman	59.95
24007 Centennial	69.95
24008 Explorer	59.95
24009 Empire Builder	89.95

BACHMANN N SCALE E-Z TRACK	
44801 11-1/4" Curve Track (6)	4.50
44802 11-1/4" Terminal/Railier	2.95
44811 5" Straight Track (6)	4.50
44861/62 Switch Track	7.95
44890 Bumpers (2)	4.50

BACHMANN N GAUGE ACCESSORIES	
1208 Remote Control Diesel Horn	11.95
1209 Remote Control Steam Whistle	11.95
1212 Blinking Oil Tank	8.95
1223 31 Piece Bridge and Trestle Set	6.95
1220 Dual Crossing Gate	8.95
1200 89' Auto Transporter	10.95
1210 Crane and Boom Car	11.95

MODEL POWER N GAUGE KITS NEW RELEASES	
1566 Coverall Paints	11.95
1567 Shell Gas Tank	11.95
1568 State Power Substation	11.95
1569 Twin Oil Tanks	10.95
1570 Tank Filling Station	11.50
1571 Oil Facility Office	11.50
1572 Jackson Meat Packing	13.50
1573 National Casket	11.95

MODEL POWER N GAUGE LIGHTED BUILT-UP STRUCTURES WITH FIGURES	
2555 Mr. Rodgers House	11.95
2557 Grandma Moses House	11.95
2562 Wayside Station	11.25
2563 Blue Coal Depot	12.75
2565 Fire House	12.75
2569 Sunny's Hotel	11.95
2570 Uncle Sam's	11.95
2571 Lobster House	11.95
2572 Rite Aid Drug	11.95
2573 Remco Maintenance	11.95
2574 Oscar Mayer	11.95

MODEL POWER N GAUGE LIGHTED BUILT-UP STRUCTURES WITH FIGURES (Cont'd)	
2575 Eastern Chemical	11.95
2576 Wine and Cheese	11.95
2577 Cuumos Gifts	11.95
2578 Podiatrist	11.95
2579 Coffee Shop	11.95
2580 Freight Depot	10.50
2590 Shell Gas Tank	NEW 25.95
2591 Tank Filling Station	NEW 18.95
2596 Factory Smoke Stack	NEW 10.95
2630 Lighted Water Tower	NEW 7.95
2631 Lighted Search Tower	NEW 7.95

DESIGN PRESERVATION MODELS N SCALE KITS	
501 Bruce's Bakery	SALE 7.30
502 Hayes Hardware	SALE 7.30
503 Otto's Parts	SALE 7.30
504 Char's Soda Shoppe	SALE 7.30
505 Luddington Mattress Co	SALE 9.95
506 Jaggag Mig	SALE 9.95
507 Corner Apocary	7.30
508 Chastone Credit Union	7.30
509 Hilltowns Hotel	SALE 10.50
510 Trackside Transfer	NEW 9.95
511 Cricket's Saloon	7.30
512 Roadkill Cafe	7.30
513 Corner Turret Building	NEW 8.30
514 Erick's Emporium	NEW 8.30
515 Reed Books	9.95
516 Wilhelm's Mercantile	10.00
660 Woods Furniture (Gold Kit)	36.00
661 Olsen Feeds (Gold Kit)	NEW 26.95
662 Jerry Riggs Quick Service	NEW 26.95
663 Night Life	NEW 31.50

WALTHERS N SCALE KITS	
472 Turntable Motor	25.95
3200 Interstate Fuel & Oil	18.95
3201 Water St. Freight Terminal	22.50
3202 Union City Round House	23.00
3203 120' Manual Turntable	22.50
3204 2 Stall Engine House	14.95
3205 Shady Junction Structures	11.50
3211 Allied Rail Rebuilders	18.95
3212 Red Wing Milling Co.	26.95
3214 Northern Light & Power	28.95
3219 North Island Refinery	22.50
3221 New River Mining Co.	28.95
3222 Mr-Jack Crane	17.95
3224 Merchants Row II	22.50
3225 ADM Grain Elevator	29.50
3227 BackShop	26.95
3228 Car Shop	26.95
3231 George Roberts Printing Inc	26.95
3232 Hardwood Furniture Co.	26.95
3233 Vulcan Manufacturing Co.	21.95
3235 Walton & Sons Lumber Co. Yard	NEW 26.50
3236 Min. Lumber Co. Saw Mill	NEW 42.95
3237 Superior Paper Co. Paper Mill	NEW 54.95
3238 Tr-County Co-op	19.50
3239 Sunrise Feed Mill	19.50
3240 Garckville Depot	22.50
3241 Glacier Gravel Co.	35.95
3242 Double Truss Bridge	22.50
3243 Alf's Victory Station	NEW 20.50
3244 Mills Bros. Lumber	NEW 31.50
3245 Ice House & Platform	NEW 27.50

HO & N GAUGE POWERPACKS	
MRC Tech II Railmaster 1400	26.95
MRC Tech II Railmaster 2400	33.95
MRC Tech II Dualpower 2800	40.95
MRC Tech II Locomotion 1500	33.95
MRC Tech II Locomotion 2500	40.95
MRC Tech II Tru Sound 1440	33.95
Railpower 250 Tech 4	NEW 57.95
Railpower350 Tech 4	NEW 65.95
Tech 4 Walkaround	NEW 21.95
Railpower 1300	17.95
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Western Maryland's Cumberland station

A magnificent station reborn as a museum and tourist railway terminal

By Harold W. Russell



P. STAKEM

The Western Maryland Ry.'s Cumberland station drawn here is located at the southern end of Canal Street in Cumberland, Md., on the site of the former Chesapeake & Ohio Canal. When the station opened in 1913 it was known as the new central station because it would also serve the Pennsylvania RR and the Georges Creek & Cumberland. Today it is the sole survivor of the city's six original depots, but it came very close to joining the dearly departed.

A bit of history

The Western Maryland Ry. reached Cumberland in 1906 making use of the city's existing railway connections to Pittsburgh and the west. In seven years both railroad and city had grown enough to warrant a new station. As built it had three tracks and two platform canopies. The outer canopy disappeared by the 1950s and passenger service ceased in 1959. The station served as division offices until these were consolidated with those of the Baltimore & Ohio in 1976 as part of the mergers forming the Chessie System. At that time the station was abandoned.

Various proposals were made to restore the building and, finally, in 1983

a group named the Western Maryland Station Center, Inc. was formed to develop the station as an industrial and transportation museum.

The building

The building's architect was C. N. Patterson of Baltimore. Early newspaper and railroad accounts get somewhat confused describing the building, as it's built on a sloping lot. The track side has three floors, though the third could be called an attic, while the street side has the three floors already mentioned and what most documents refer to as a basement level, though visually it looks like the ground floor.

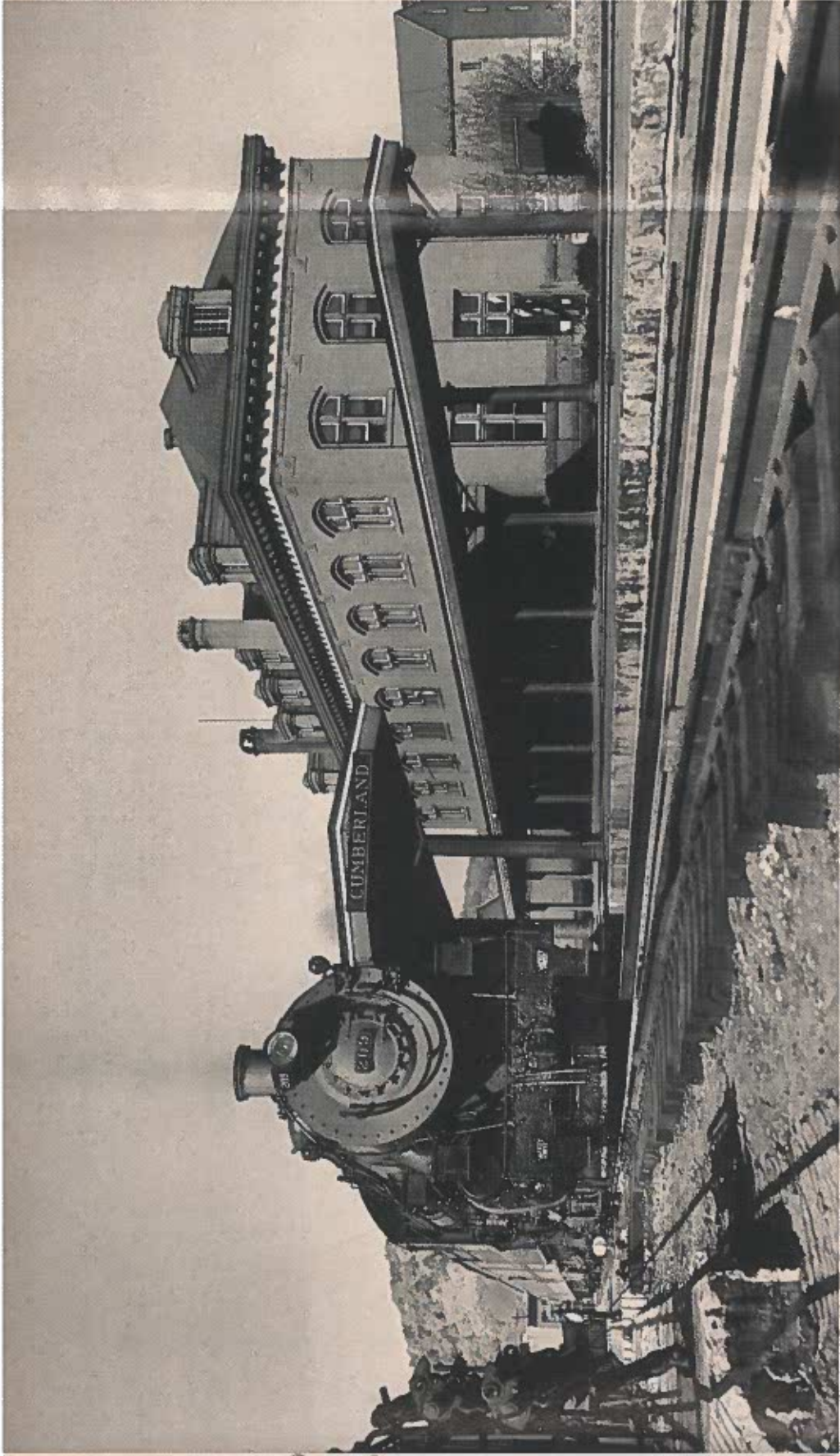
The basement (street level) contained baggage, express, and parcel rooms as well as the heating plant. A tunnel brought in air for the boilers. It is not clear how the coal for the boilers was delivered. However, the two hollows under the slanted windows of the bay may have been intended for coal delivery. An "immigrant room" was built next to the boilers in the 1920s.

A newspaper account records that the first floor (track level) housed the ticket office, waiting room, bathrooms, a newsstand, and sundry offices. Like most, the WM's Cumberland station

featured a bay window on the track platform. Unusually, however, it does not appear to have housed either ticket agent, stationmaster, or dispatcher. Indeed it's simply a bay window in the waiting room. It's possible the newsstand referred to in the newspaper article was located here, providing customer access from inside or from the platform.

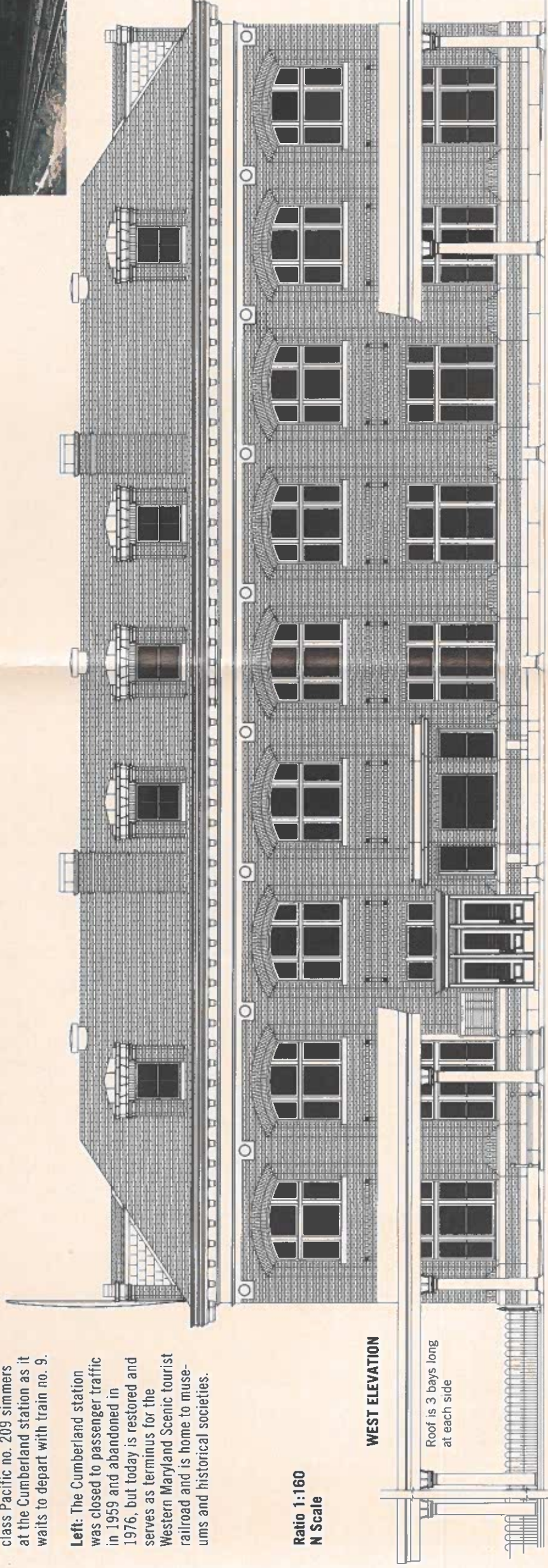
The second floor housed the railroad's division offices. Superintendent Charles Steiner and his staff moved into the north end while assistant chief engineer Gilbert Friend and staff occupied the southern. In between the two were offices for the dispatcher, trainmaster, and freight and passenger agents. The third floor was used for storage and files.

I am uncertain how the baggage and express were delivered trackside. The parcel room has access to the station platform via a stairway and there is a tunnel on the north side of the station to the outer tracks. However, the baggage and express room seems only to have access via an exterior stairway on the south side. (In 1997 a modern 20-foot-square elevator tower was added on the south end of the building eliminating the stairway.) Visible in early



Above: Western Maryland K2 class Pacific no. 209 simmers at the Cumberland station as it waits to depart with train no. 9.

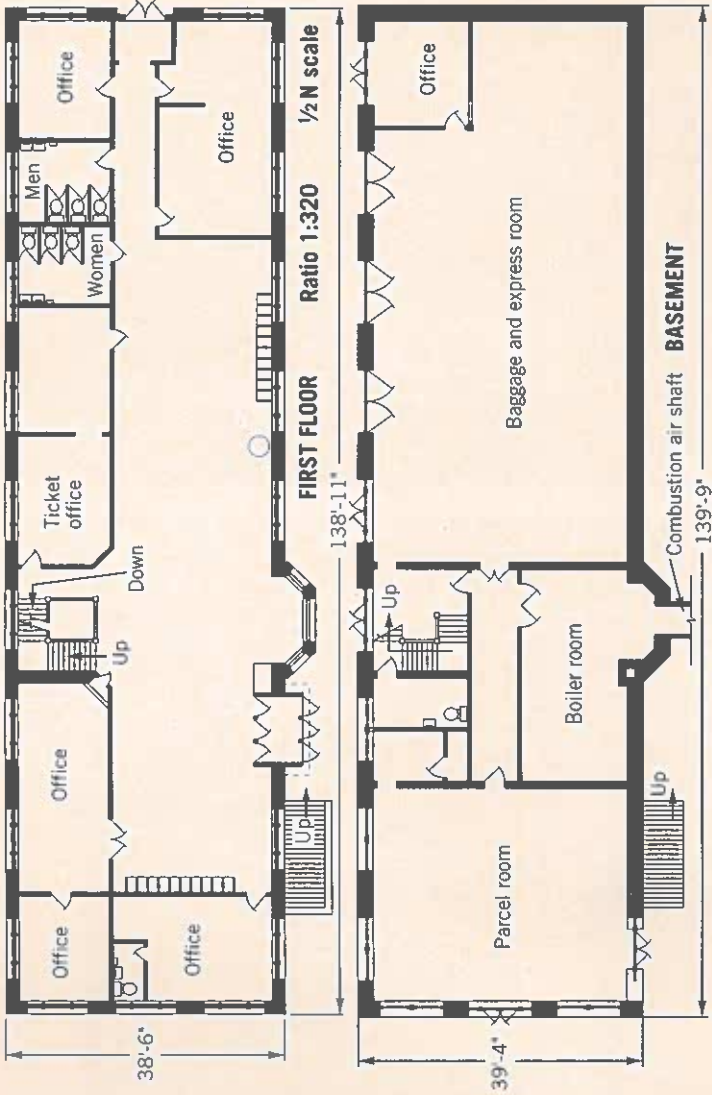
Left: The Cumberland station was closed to passenger traffic in 1959 and abandoned in 1976, but today is restored and serves as terminus for the Western Maryland Scenic tourist railroad and is home to museums and historical societies.



**Ratio 1:160
N Scale**

WEST ELEVATION

Roof is 3 bays long
at each side



Drawn for MODEL RAILROADER Magazine by
HAROLD W. RUSSELL
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Western Maryland Scenic RR no. 734 is ready to depart the restored Cumberland station in October 1997.

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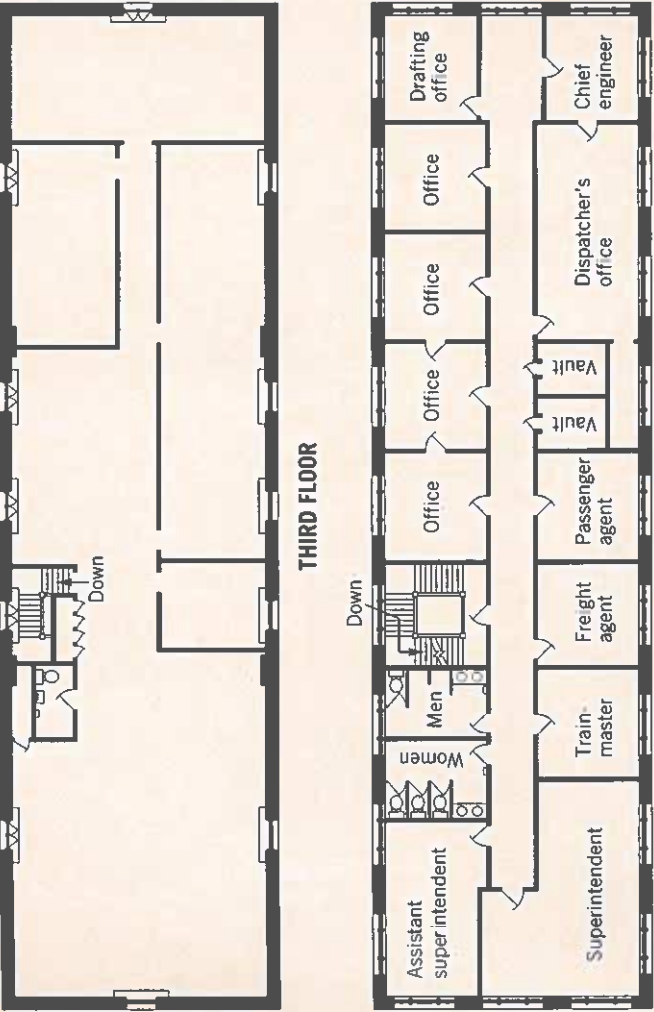
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Above: The train board stands next to the wooden vestibule of the main doors.

Right: Taken shortly after the station opened, this shot shows the baggage and express platform lined with Model Ts and wagons.



WESTERN MARYLAND RAILWAY DEPOT COLLECTION



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The platform sheds were supported on Greek columns. Oddly, the bay window on the Cumberland station was not a railroad office.

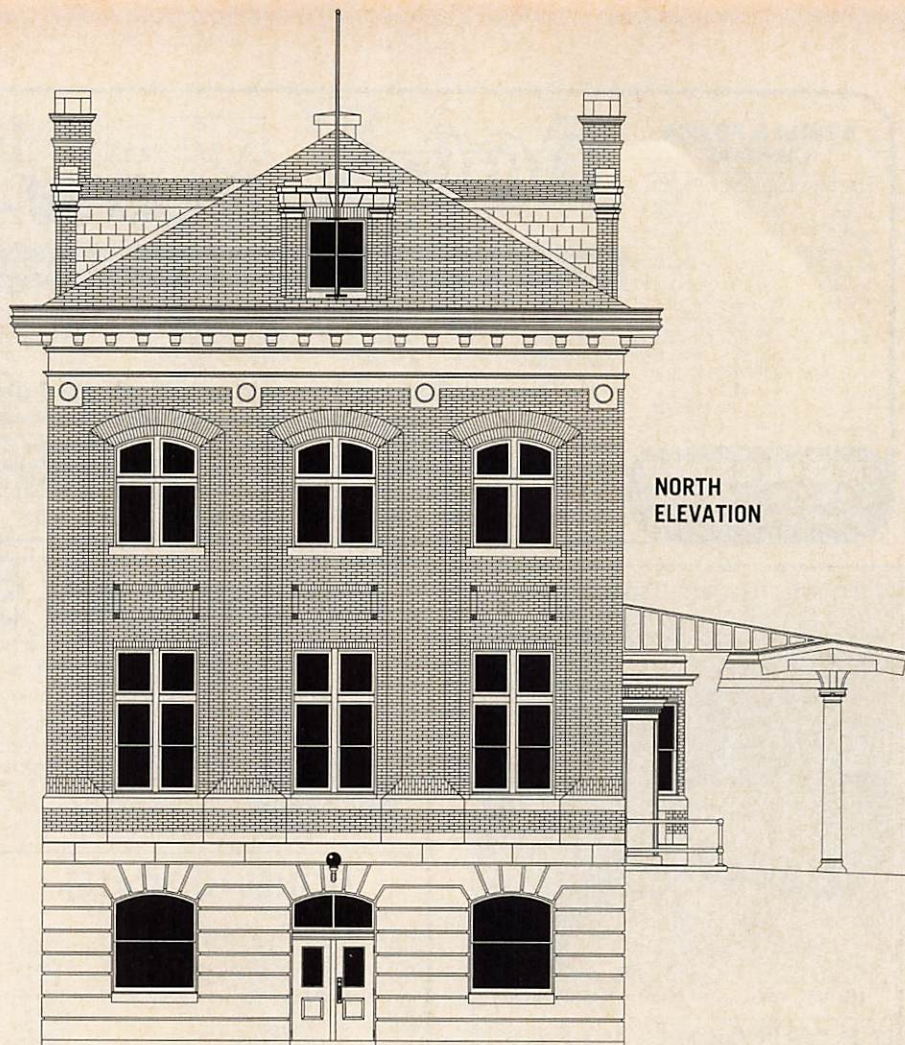
photos are baggage wagons on the street outside the baggage room and on the platform, so it seems likely there was a ramp somewhere. The basement doors were once covered with a canopy but this was later removed.

Rebirth

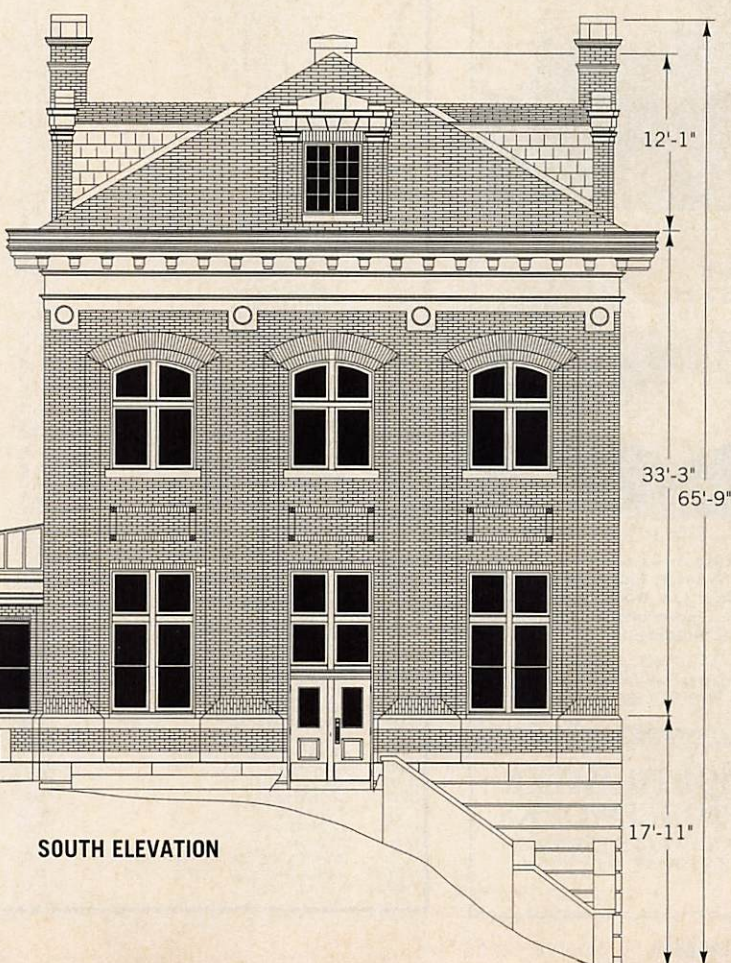
Since 1983 when the Western Maryland Station Center, Inc. accepted ownership of the station, the station has been restored and developed into an industrial and transportation museum and cultural center. Currently it houses the Western Maryland Chapter of the National Railway Historical Society museum, a visitor's center for the C&O Canal National Park, and the Allegany County Arts Council.

In addition, passenger service has returned as this grand old station serves as the terminus of the Western Maryland Scenic RR that operates over 15 miles of rugged mountain railroad between Cumberland and Frostburg. ❖

Harold Russell has been drawing for MODEL RAILROADER for 40 years. He is in the process of moving to a new home that will allow him to start anew on his HO model railroad.



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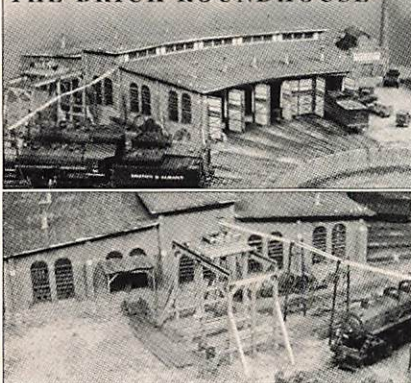
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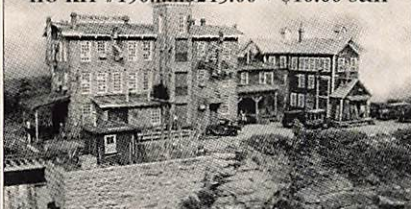
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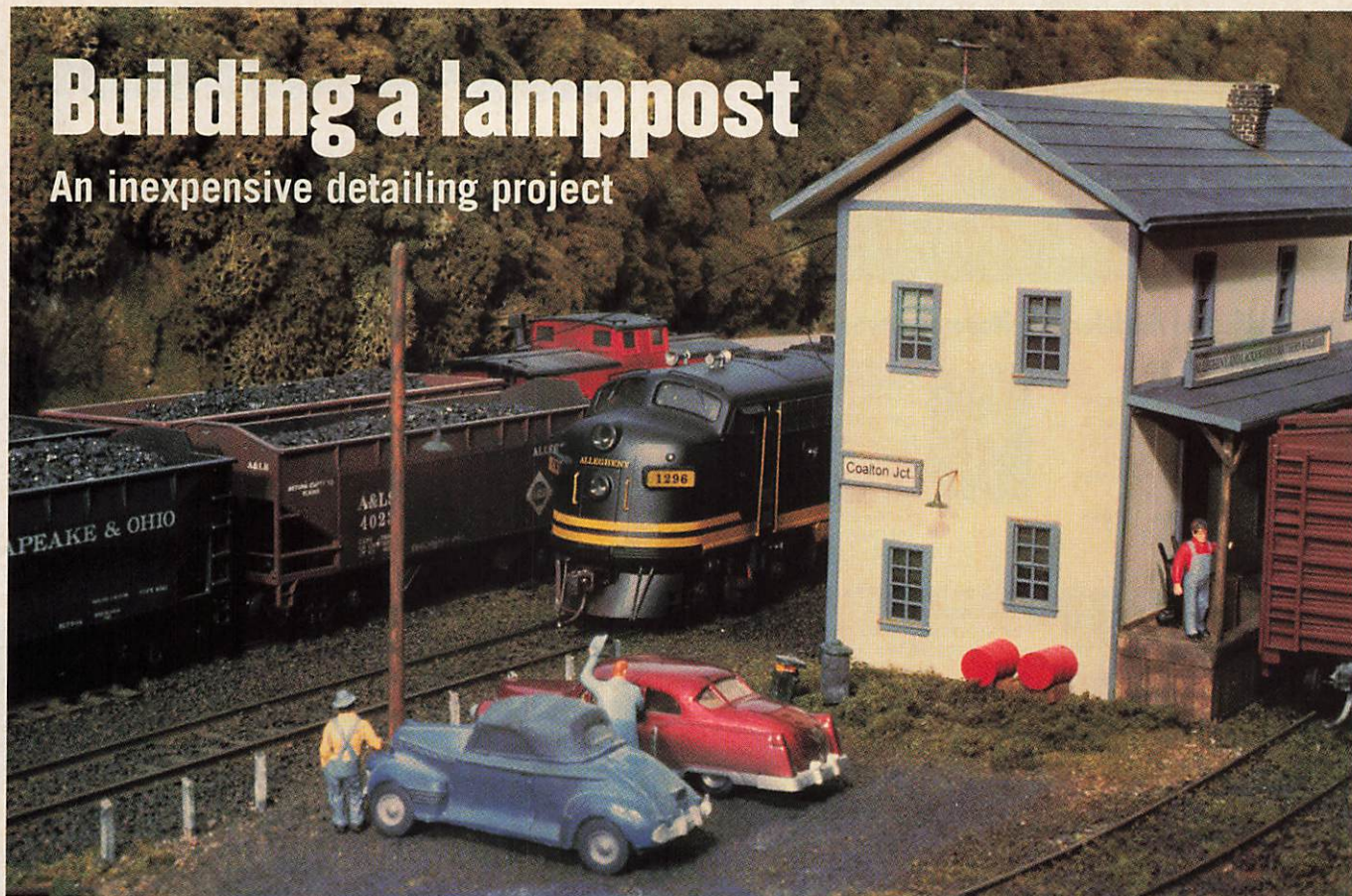
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Building a lamppost

An inexpensive detailing project



LIONEL STRANG

Adding a lamppost to his HO scale Allegheny & Lackawanna Southern was a simple and inexpensive project for Lionel Strang.

By Lionel Strang

One day I decided to add a lamppost at the Coalton Junction station on my HO Allegheny & Lackawanna Southern. This seemed like a fairly straightforward job, and it was.

I started with a bamboo skewer, which can be found at most grocery stores, and cut it to 23 scale feet long. After dragging a rasp over it a couple of times I stained it with Floquil's Walnut Stain. Drybrushing Grimy Black over the entire post gave it a weathered and beaten look.

I then drilled a .020" hole approximately eight feet from the top of the pole for the lamp. For the lamp I used 1" brass wire from Detail Associates with a Grandt Line no. 5062 lamp reflector. Next I attached some black thread to the pole to simulate the wire that ran out from the station to supply the power.

Post installation

Originally I planned to drill a hole in the ground (Homasote) the same size as the pole and simply plant it this way. But I was reminded of two things: The A&LS is operated a couple times a

month, and the station – and subsequently my new lamppost – are between a very busy mine and the front of the layout. Keeping these points in mind, I thought I should plant the post so it could take the odd knock from an elbow or hand involved in the operations at Coalton Junction.

I came up with the idea of inserting a piece of $\frac{3}{64}$ " brass wire into the bottom of the lamppost. This would allow the pole to bend but not break if it accidentally got knocked by a busy operator. I drilled a hole in the bottom of the post and then drilled a companion hole into the top of the layout about 1" deep.

I glued the wire into the post with five-minute epoxy. Once dry I slipped the pole into the hole on the layout and strung a wire to the station using black thread from my wife's sewing box.

This adds a nice detail to any layout. The total cost of this project was less than a dollar, and it's functional and aesthetically pleasing. ♦

Lionel Strang writes MR's Workin' on the Railroad column.

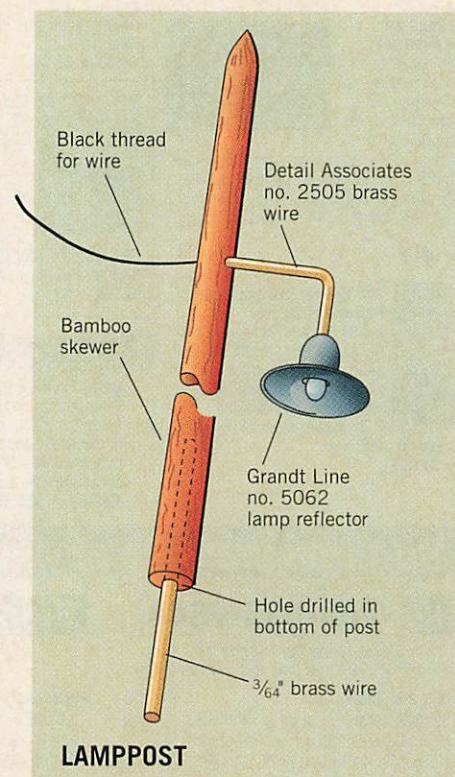
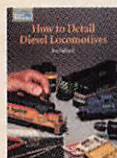


ILLUSTRATION BY ROBERT WEGNER



How-to Modeling References

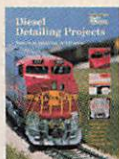
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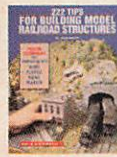
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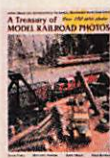
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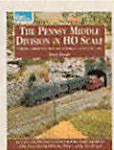
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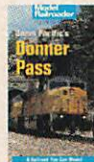


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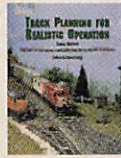
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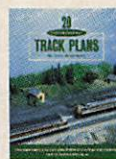
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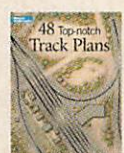
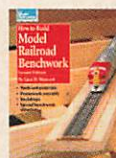
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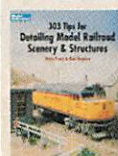
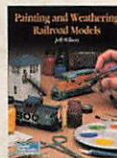
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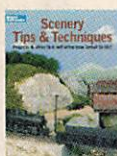
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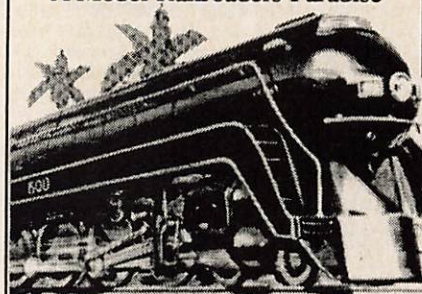
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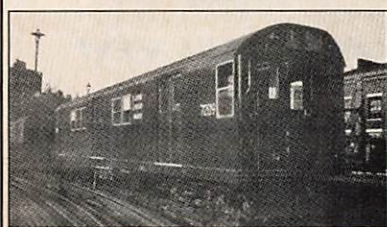
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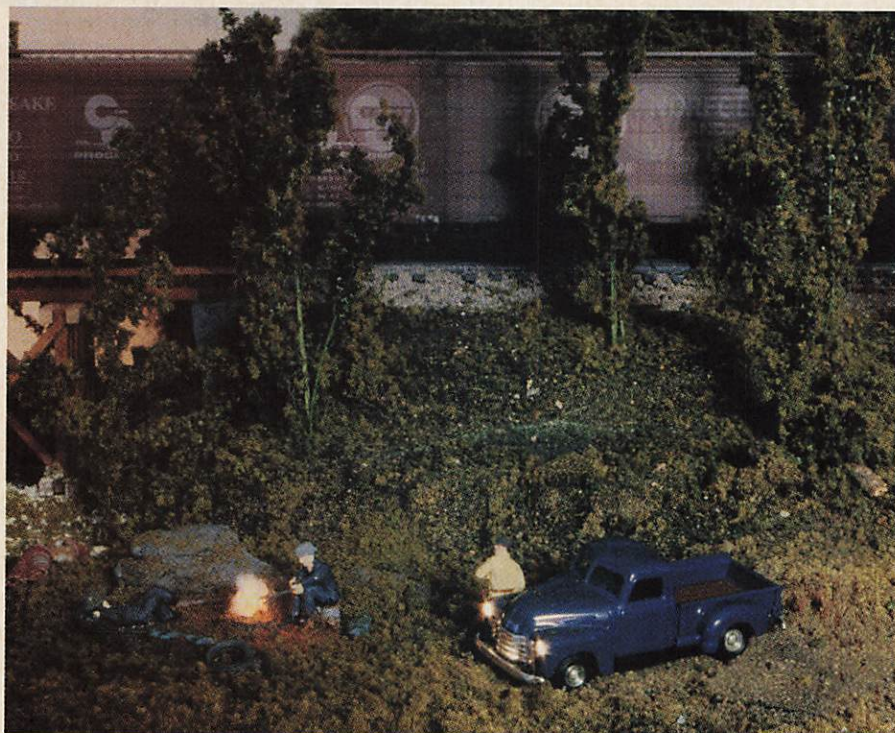
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Workin' on the Railroad

With Lionel Strang



PHOTOS BY THE AUTHOR

Animation

This month we're going to build something for your brother-in-law Tom. You know Tom. He's the one who comes over to visit and always wants to see your trains but doesn't know anything about model railroading. So as a special treat for Tom (or anyone else with an untrained eye – sorry, I couldn't resist) we're going to build a small, animated scene.

To animate means to bring something to life, usually by adding motion – a feature scale layouts usually lack except for the trains themselves. In this case the animation is nothing more than a flickering light simulating a campfire, but it's amazing how much life this brings to the scene. I saw the hobo campfire kit (no. 2000) from GRS Micro Lighting (recently sold to Cir-Kit Concepts, 32 Woodlake Dr. S.E., Rochester, MN 55904) at a local hobby shop and thought it would please Tom.

The kit includes two painted hobo figures, several white-metal detail castings, and a diorama base with rocks and a campfire into which you insert a

small light that when wired to the included circuit board flickers to simulate fire.

To complete the scene, I added a 1950 Chevrolet pickup truck (Busch 5643) with working headlights and tail-lights. (Is life complete without a truck nearby?) Busch produces a wide variety of high-quality plastic automobile and truck models of North American and European prototypes, many with working lights. If you want to add lights to a car you already have on your layout, GRS offers a lighting kit for this as well, part no. 1012.

Are the lights on?

Before starting to assemble the kit, I checked to see that both the "flame lamp" for the campfire and the lights on the truck worked. I was especially concerned that all the lights on the truck were in working order because it's never a good idea to drive around at night with one or both headlights out.

To test the lights I used a small Radio Shack variable-voltage trans-

It's a beautiful summer night, and John Brown and Bruce Wilson, a couple of hobos down on their luck, don't seem too worried by the arrival of the local authorities.

former connected to one side of a terminal strip and the lights for the campfire and truck to the other side. This also gave me a chance to familiarize myself with all the parts.

Everything was in working order but I felt that the leads for the truck were a little short. To make them easier to work with I added about a foot of no. 24 wire to each. I soldered the extensions onto the original wires then added $\frac{3}{4}$ " heat-shrink tubing to cover the exposed wire at the joint. Adding heat-shrink tubing is simple as long as you use the correct size. As a rule, the tubing will shrink to about half its original size. Use just enough tubing to extend $\frac{1}{4}$ " to $\frac{1}{2}$ " past both ends of the splice. After the tubing is on it's a good idea to recheck the lights.

Assembly and painting

After testing the lights, I drilled the hole in the campfire for the flame lamp. The instructions call for a $\frac{1}{16}$ " hole in the campfire casting and a $\frac{3}{32}$ " hole through the layout, but I used a $\frac{3}{32}$ " bit for both holes and was pleased to have a little extra room for the flame lamp.

I then washed the campfire casting in warm soapy water to remove the mold release. The casting is a modern, water-based polyester resin that is odor-free and takes paint well. First I spray-painted the entire casting with Testor's Flat Black spray paint in a three-ounce aerosol can (no. 1249). Whenever you're using spray paints of any kind make sure you're in a well-ventilated area.

Once the black was dry, I painted the rocks using a combination of raw sienna, raw umber, burnt umber, and gray artist's acrylics (available at any art store). Buy the inexpensive ones; you don't need expensive paints for coloring rocks. I painted the logs around the campfire with Polly Scale Roof Brown.

Next it was time to add some ground cover around the campfire. I brushed on some diluted yellow glue and, using a small spoon, lightly spread a mixture of Woodland Scenics Earth (T42) and Green Grass (T45) ground foam on top. After allowing the glue to dry, I

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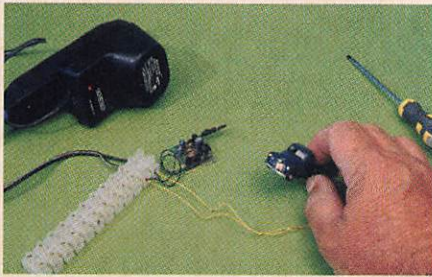
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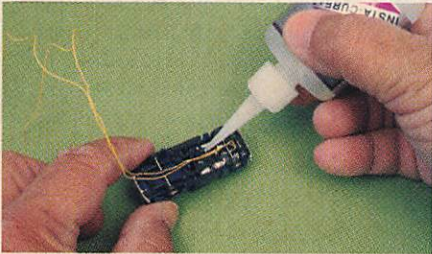
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Workin' on the Railroad



Always check that components like light bulbs are functioning before building a kit.



Gluing the wires to the center of the truck's frame made it easier to position the vehicle.



Lionel uses a high-powered hair dryer to shrink the heat-shrink tubing.

removed the excess by turning the casting on its side and lightly tapping it.

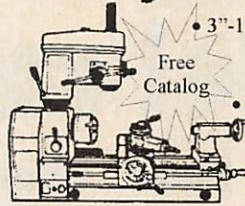
After I finished painting the campfire scene I painted the white-metal detail castings and glued the two figures in place.

Setting the scene

Now I placed the almost-complete scene on the layout. I inserted the flame lamp into the casting and held it in place using a very small amount of silicone caulk on the underside of the layout. I fastened the circuit board to the underside of the layout with a small screw. Be careful not to over-tighten it or you can damage the board.

I drilled a 1/4" hole for the wires from the truck and fed them down from the top, positioning the truck directly over the hole. Finally, I blended the diorama base into the surrounding scene with ground foam, trees, and the additional detail castings.

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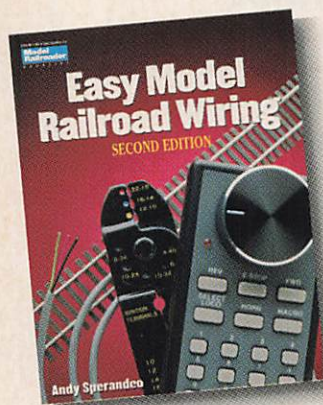
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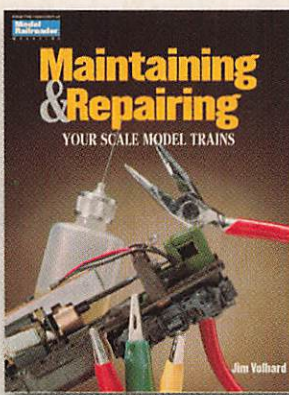
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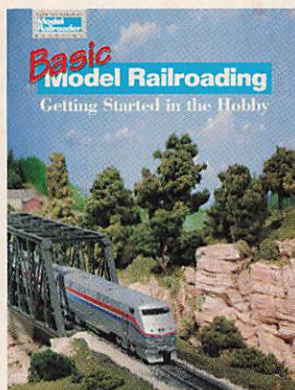
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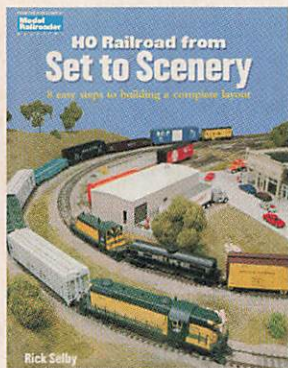
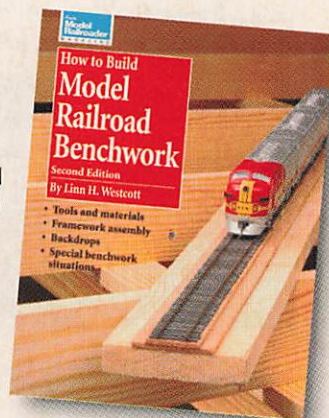
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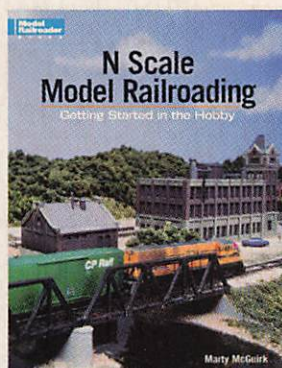
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Workin' on the Railroad



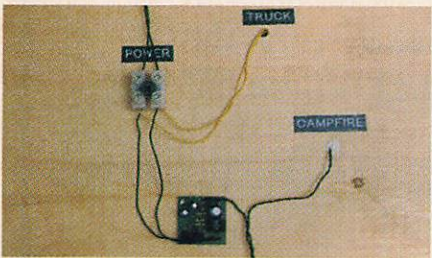
Spray-paint the entire casting flat black, then paint the rocks and other details.



By brushing the glue onto the base, you can control where the ground foam will stick.



A small spoon makes the perfect applicator for sprinkling ground foam in tight locations.



It's a good idea to label all wiring so later you can easily identify which wire is which.

You can control the lights with a simple on-off switch like I did, or if you're a little more adventurous you could control them with a light detection system so that when you dim the lights in your train room your campfire will spring to life.

Well I'm all set now for the next visit from Tom. When he asks me if I've been workin' on the railroad, I'll show him my campfire scene. ☺

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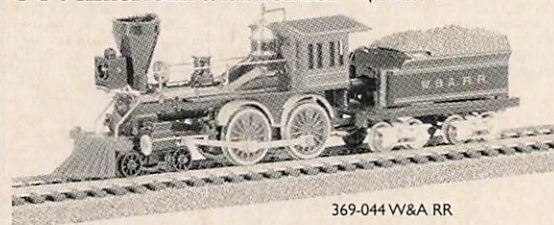
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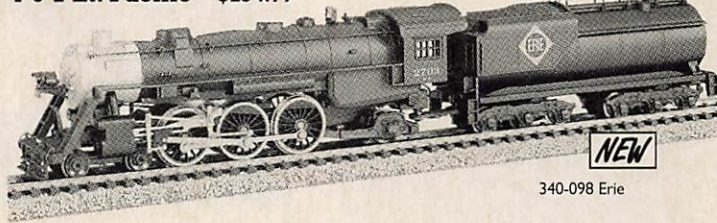
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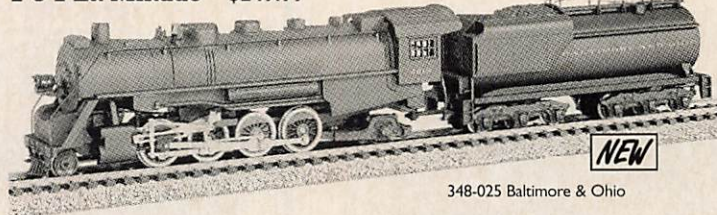
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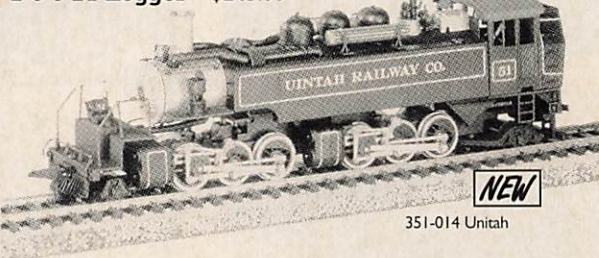
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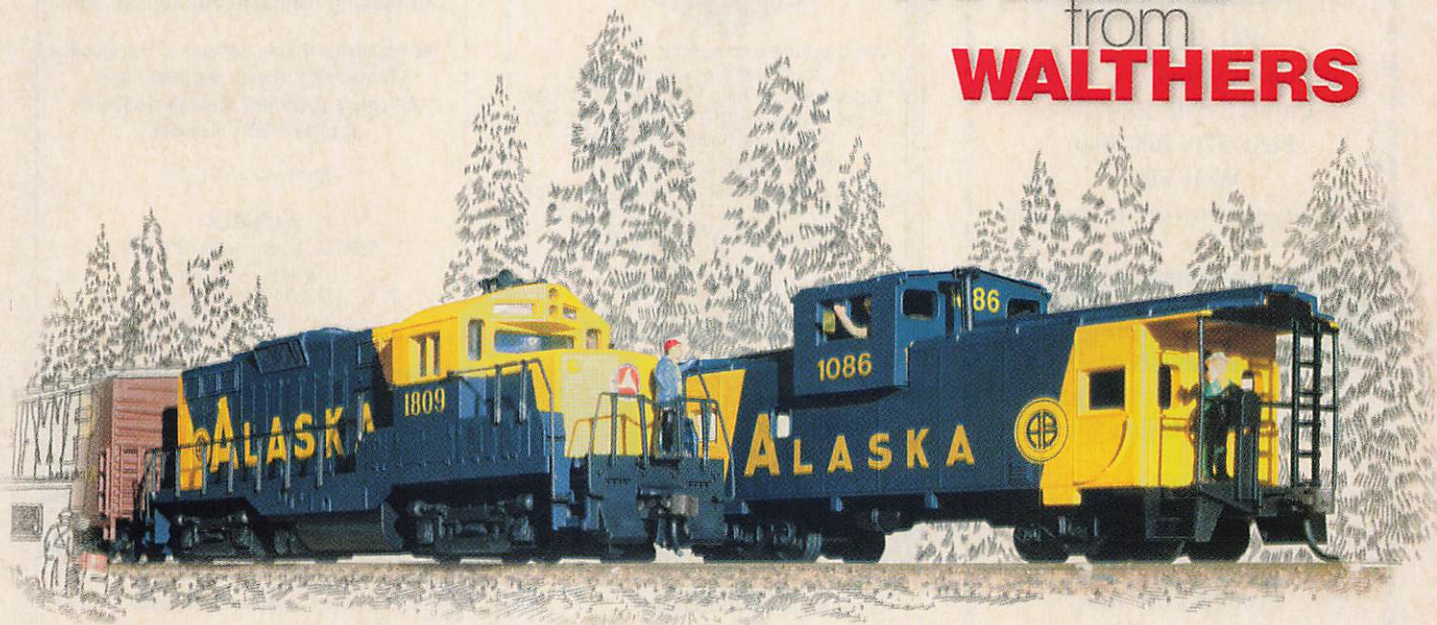
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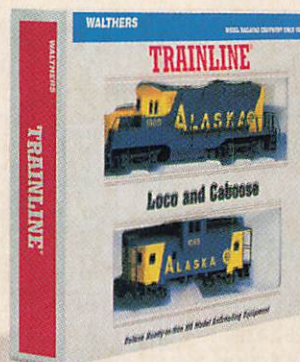
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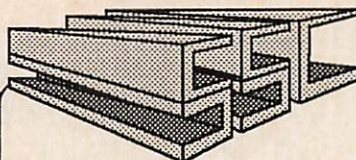
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Back to Basics

By Marty McGuirk

Scale rules

Okay, you've found that perfect structure in an article or prototype drawing in *MODEL RAILROADER*. The only problem is the plan is S scale and you're an N scaler.

You could use a photocopier to quickly enlarge or reduce a published plan to your scale. Or you can use the drawing and convert dimensions from one scale to another using a scale rule.

Add an architect's scale and you can transfer dimensions from published layout plans to your own layout, or see if some neat feature on a layout featured in MR will fit your space.

Model railroad scale rule

You can get scale rules marked for only one modeling scale but I suggest you purchase one marked with all the standard indoor modeling scales (N, HO, S, and O scale are commonly found on most rules). Most rules show the "0" mark set in from the edge. Be sure to start your measurements from "0" – not the end of the ruler.

Using a scale rule is like using a tape measure, only on a smaller scale. Most published plans include prototype dimensions in feet and inches. Use the markings on the rule to transfer these dimensions directly to your model. Use the prototype dimensions and the scale of the drawing doesn't matter. I used the O scale rule to transfer measurements from an HO plan directly to a sheet of styrene (fig. 1).

If you know the scale of the drawing measure the plan directly with the appropriate scale markings (fig. 2), note the dimensions, and mark that dimension in your scale with the rule (fig. 3).

Architect's scale

An architect's scale is another type of rule that's useful for model railroad-ing. Architect's scales are available at

most stationery or art supply stores. The scale is marked in a variety of standard drawing scales, including those we often use for track plans in MR.

When you're building a layout from a published plan, an architect's scale offers a simple way to transfer dimensions directly from the plan to the layout (fig. 4). Match the scale of the drawing to the scale on the rule. Then transfer the measurement to the layout.

In older issues of MR structure and rolling stock plans were often drawn to $\frac{1}{8}$ " scale, which is slightly undersized for HO. To convert these plans measure the

dimensions with the architect's ruler using the $\frac{1}{8}$ " scale markings, note the dimension, and transfer this to your model using the appropriate model railroad scale ruler. ☐

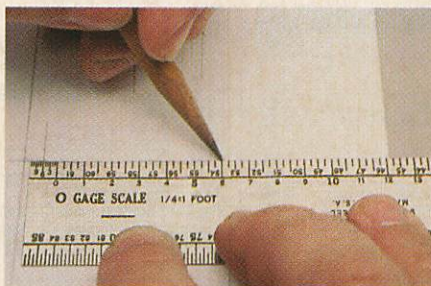


Fig. 1 TRANSFERRING DIMENSIONS. After reading the prototype dimensions from an HO scale plan, Marty uses the O scale rule to draw the outline of a door onto styrene.

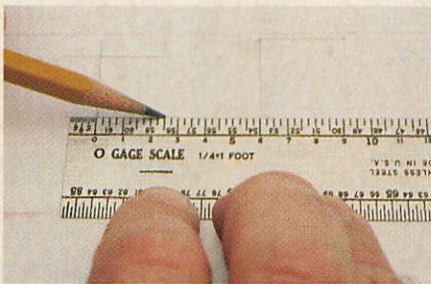


Fig. 3 CHANGING SCALES. To enlarge the window opening on the HO plan to O scale Marty flips the rule to O scale and measures the 30".

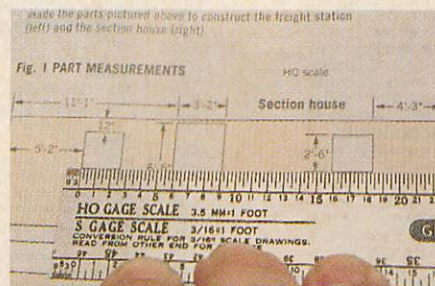


Fig. 2 MEASURING SCALE PLANS. Marty measures a window opening on an HO scale plan with the HO scale calibrations on the rule. The opening is 30" (or 2½ feet) wide.

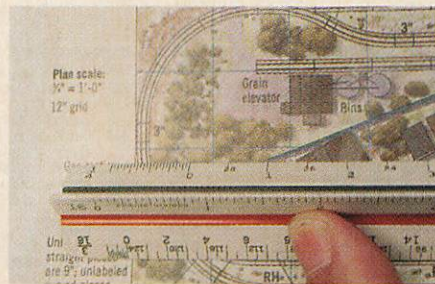


Fig. 4 USING AN ARCHITECT'S SCALE. An architect's ruler is handy to measure published track plans. In this case the drawing is $\frac{3}{4}$ " to the foot scale.

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836 22°R curve, 6/pkg.2.89
839 30° snap crossing4.79
840 Str. terminal (9")2.39
843 Bumper, 2/pkg.1.99
844 Rerailer, 3/pkg.3.99
845 Curv. (18°) terminal2.49
847 Track asst.2.49
849 Deadend uncoupler2.69
850 Remote switch-LH8.99
851 Remote switch-RH8.99
52 Switch machine-LH4.69
53 Switch machine-RH4.69

TRACK ACCESSORIES:

55 Plastic rail joiner, 24/pkg.1.00
56 Control box2.19
65 Under table sw. mach. (for L or R)4.39
80 Graduated pier set9.99
81 3' bridge pier pkg. of 42.90
170 N.S. rail joiners, 48/pkg.1.75
172 Terminal joiner, pr.1.79
883 Warren truss bridge w/N.S. rail3.99
884 Deck truss bridge w/N.S. rail3.99
885 Plate girder bridge w/N.S. rail3.99
886 Pony truss bridge w/N.S. rail8.99
887 Chord bridge w/N.S. rail14.69
200 Snap relay5.99
205 Connector4.99
215 Selector4.99
220 Controller5.29
304 Motor kit for turntable15.59
305 9" turntable (man.) w/N.S. rail15.59
400 Snap saw2.29

CODE 85 (NS W/BROWN TIES):

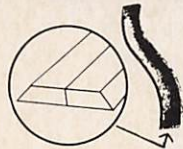
500 3' flex-10pc. min.2.59
500BX 3' flex, box of 100"229.99
505 #6 turnout-LH7.39
506 #6 turnout-RH7.39
561 #4 turnout-LH6.99
562 #4 turnout-RH6.99
520 9° straight, 6/pkg.2.89
521 6° straight, 4/pkg.1.79
522 3° straight, 4/pkg.1.79
523 1-1/2° straight, 4/pkg.1.79
525 2° straight, 4/pkg.1.79
530 15°R curve, 6/pkg.2.89
531 1/2-15°R curve, 4/pkg.1.79
532 18°R curve, 6/pkg.2.89
533 1/2-18°R curve, 4/pkg.1.79
534 1/3-18°R curve, 4/pkg.1.79
535 22°R curve, 6/pkg.2.89
540 Remote switch-LH8.99
541 Remote switch-RH8.99
542 Manual switch-LH6.79
543 Manual switch-RH6.79
551 Joiner C100 to 83, 12/pkg.1.89
552 Plastic rail joiner, 24/pkg.1.09
553 Terminal joiner, pr.1.95
577 90° crossing4.79
584 Switch machine-LH5.19
585 Switch machine-RH5.19

CHECK OUT OUR WEBSITE FOR THE LATEST NEW PRODUCTS!

www.standardhobby.com

CORK ROADBED

- 36" sections*
- Flexes easily to match any curve
- Cuts easily for use on turnouts
- Dark cork color
- Resists drying & warping
- Reduces "operations" noise



"High Grade"
Quality

BUY BY THE CASE AND SAVE! (Each case contains 25 sections*)

*Each section = two strips

Ord. Nos.	Thick.	Top	Bottom	
C11-4311 "HO" Scale	5mm	1-5/8"	2"	\$13.99
C11-4321 "N" Scale	3mm	15/16"	1-3/16"	9.99
C11-4331 "O" Scale	5mm	2-7/16"	2-13/16"	20.99

★★

BOWSER

MFG ID: B03

LOCO KITS W/TENDER:

100300 Challenger (no tender)130.99
100350 Big Boy (4-8-8-4) w/o tend.164.99
150001 Tender for Challenger27.99
100570 Penn. A-5 (0-4-0) switcher77.99
101000 PRR T-1 Duplex (4-4-4-4)154.99

DELUXE KITS:

525 4-6-2 Penn type K-4172.50
526 2-8-2 Penn type L-1172.50
527 2-10-0 Penn type L-1190.99

ACCESSORIES:

100514 Headlight kit8.79
100416 Smoke unit (USRA, M1, M1a, No. 2-10-2, OL, L-1)13.59
100516 Smoke unit (K4, E6, I-1, H9, L-1)15.39

See our catalog for more complete listings.

CABOOSE INDUSTRIES

MFG ID: C02

RIGID:

101 Ground throw2.23
105 Short pt. ground throw2.32
107 Long pt. gmd. thrw.-Atlas T.O.'s2.37

SPRUNG:

202 Ground throw2.38
204 Switch stand4.67
206 Short pt. gmd. thrw.2.44
208 Long pt. gmd. thrw.-Atlas T.O.'s2.55
210 Ground throw w/moving target3.27
218 Ground throw HO & N2.44
220 Ground throw w/conf. & adptr.3.90

KADEE®

MFG ID: K02

COUPLERS (2pr./pkg.):

5 #5 style w/draft gear box1.89
50 12 pkgs. #520.99
4, 6, 7, 8, 9 - each style2.35
10 #5 w/o draft gear box, pkg. of 10 pr.8.99
11 #5 w/o draft gear box, pkg. of 20 pr.16.99
26, 27, 28 w/Delrin shanks2.79
21, 22, 23, 24, 25, 29 - each style2.69
31, 32, 33, 34, 35, 36, 37, 38, 39 - ea. style2.69
711 Old time style2.15

ACCESSORIES & TRUCKS:

205 Coupler height gage2.89
231 Greas-em lubricant1.55
235 Spring pic1.45
236 Speedi Driver cleaner7.99
246 Tap & drill cplr. mount set4.60
307 Electro-magnetic uncoupler5.89
308 Super magnet2.75
321 Delayed uncoupler, pkg. of 22.95
500 Bettendorf pr.3.99
501 Arch bar pr.3.99
502 Bettendorf w/cplr. pr.5.59
505 Conv. bolster-riv. 6 whl. pass. trks2.29
508 Conv. bolster-riv. 4 whl. pass. trks2.29
509 Andrews pr.3.99
520 Freight wheels, pkg. of 12 pr.4.99
521 Pass. car wheels, pkg. of 12 pr.5.99

® Registered Trademark

ATHEARN

MFG ID: A08

3301W PA-1: Undec. B&O, NYC, Penn, SF, SP, Dyt, UP, D&H, EL, NKP30.99
3400W U2B8: Undec. BN, N&W, WP23.99
3420W U2B8: Undec. SP, UP, PC25.49

ATHEARN (A08), CONTD.

3440W U30B: Undec. Burl, IC, SF, Chess23.99
3460W U30C: Undec. C&O, Milw, Penn, BN, L&N, MP, NS, SP, UP25.49
3620W FP45: Undec. SF, Milw, B&O, Amtr, SF-Early25.49

FREIGHT CARS (Undec./Painted):

100 40' box car, tus. red3.99
101 40' box car, box car red3.99
140 40' hopper, box car red3.99
141 40' hopper, black3.99
160 34' hopper, ribside, black3.99
161 34' hopper, ribside, box car red3.99

SPECIAL EDITIONS:

2217 Lease SD40-2, pow/GP38-2 dum.48.99
2218 IC SD40-2, pow/dum48.99
2219 SP S-12, pow/pow48.99
2221 UP SD40-2 (pow), GP-50 (dum)48.99
2226 BNSF GP50 (pow), GP60 (dum)45.99
2227 BNSF C44-3W42.99
2228 NWP SD9 (pow/dum)39.99
2312 PC U33C (pow/dum) (11/99)43.89
2312 PC U33C (pow/dum)25.99
2323 Frisco 40' bagg box, set of 318.59
2327 Seabrd 40' box car, set of 318.39
2328 CP flat car, 85' w/conf.21.49
2329 Milk reefers, set of 3 (11/99)19.99

Sets of 12:

2902 UP 54' hopper60.99
2903 Grain hopper, 55'60.99
2904 Conrail covered hopper60.99
2905 Tropicana 57' mech. hopper60.99
2906 BNSF covered hopper60.99

For More Athearn - See Our Catalog

IHC

MFG ID: I02

709 Lumber mill13.39
806 Herald Star newspaper13.39
807 Rico station15.39
812 Barn w/silo9.99
3500 Engine house, 2-stall9.79
3501 Yard building9.79
3503 Factory store & auto repair9.79
3504 Grocery store & auto repair7.39
3505 Freight station w/platform7.39
3506 Diesel sand & fuel depot9.39
3507 Ice cream parlour9.79
3508 General store9.79
3509 Service station6.69
4100 Country barn5.39
4101 Rural passenger frt. station5.39
4102 Switch tower3.59
4103 Loco maintenance bldg.5.39
4105 Country church5.39
4107 Farm house5.39
4108 Texaco station5.39

KATO

MFG ID: K05

37260W RSC-2: Milw93.99
37270W SD40-2: C&N, MILW, NS, CN, MP, Soo, UP99.99

LIFE LIKE

MFG ID: L04

PROTO 2000 SERIES:
8005W GP-20: NYC, SLSW, BN, N&W, CB&Q, Conrail, SP, Undec.53.99
21074W E-7A: Milw, SP, FEC53.99
21146W SW-9: EL, IC, MP43.99
23075W GP-30: ACL, BN, CSX, NKP, SLSW, UP, N&W, C&O, SAL, CB&Q, Conrail52.99

★ SPECIAL FEATURE ★

KORBER

ROUNDHOUSE



3-Stall Model Shown

Includes 2 additional stalls FREE to make 5 stalls!!

Ord. No.
K07-10425

Sale \$39.99

★ SPECIAL FEATURE ★

LIFE LIKE (L04), CONTD.

PROTO 1000 SERIES:

8157W F3A: SF, C&N, CB&Q, LV, Penn, UP29.99

FREIGHT TRUCKS (PKGS. OF 2):

21251 Plankless 50T/rib back wheels2.79
21253 Plankless 50T/flat back wheels2.79
21254 B1, 50T/rib back wheels2.79
21255 B1, 50T/flat back wheels2.79
21256 S2, 100T, 36" barber14.99
21257 36" wheel sets, pkg. of 124.69
21258 33" wheel sets, flat back, pkg. 124.69
21259 33" wheel sets, rib back, pkg. of 124.69

MANTUA

MFG ID: M03

313-003 UP 2-6-0 Mogul96.99
313-520 Penn 2-6-0 Mogul86.67
336-561 GN 4-4-2 Atlantic103.99
340-511 SP 4-6-2 LT, Pacific149.99
345-561 GN 2-6-6-2 logger179.99
346-087 DSP&P 4-6-0 Rogers101.99
348-004 NP 2-8-2 mikado141.99
348-023 C&O 2-8-2 mikado w/smoke146.99
349-036 WM 4-6-2 Pacific w/smoke133.99
349-080 CP 4-6-2 Pacific35.99
349-520 Penn 4-6-2 Pacific w/sm.133.99
351-600 Weyerhaeuser 2-6-6-0 logger79.99
369-044 W&A 4-4-0 General106.99
377-565 Clinchfield 4-6-0 Rogers101.99
386-040 So 2-8-2 Mikado146.99
393-021 Reading 0-6-0 tank switch47.99
394-061 GN 4-4-0 American106.99
397-021 Reading 2-8-0 Camelback110.99

F-7A W/FLYWHEEL:

423W SP, Conrail, Reading, UP, NYC, SF, LV, RI-GS18.79

GP-20 W/FLYWHEEL:

424W Read, NYC, BN, EL, Conrail21.99

PECO

MFG ID: P04

TRACK (C-100) & ACCESS:
100P 36" flex (min ord 5 pcs)3.29
100BX 36" flex box of 2574.99
86 #6 curved turnout RH - insulfrog13.99
87 #6 curved turnout LH - insulfrog13.99
88 #6 turnout RH (lg) - insulfrog12.99
89 #6 turnout LH (lg) - insulfrog12.99
91 #4 turnout RH (sm) - insulfrog9.99
92 #4 turnout LH (sm) - insulfrog9.99
95 #5 turnout RH (med) - insulfrog11.19
96 #5 turnout LH (med) - insulfrog11.19
97 #5 wye turnout - insulfrog10.99
98 #5 wye turnout - insulfrog11.99
99 #6 3-way - insulfrog28.99
ST244 #6 curved, RH (Insulfrog)16.49
ST245 #6 curved, LH (Insulfrog)16.49
10 N.S. rail joiners (pkg of 24)2.59
11 Insul. rail joiners (pkg of 12)2.59
PL10 Switch machine (for HO,N&O)5.49
PL12 Adapt base for above table mnt2.69
PL13 Accs switch for fitting to sw mtr2.69
PL15 Microswitch for the PL-108.99

See our catalog for electrofrog turnouts
CODE 75 IN STOCK!

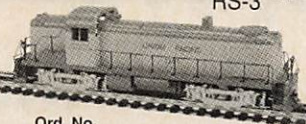
SHINOHARA

MFG ID: S03

CODE 100 TRACK & ACCESS.:
101 #4 Left Turnout14.99
102 #4 Right Turnout14.99
103 #6 Left Turnout14.99
104 #6 Right Turnout14.99
105 #8 Left Turnout16.49
106 #8 Right Turnout16.49
107 #4 Wye Turnout16.49
141 Rail Joiners (50)6.99
161 #6 Curved (24"-20") #left22.99
162 #6 Curved (24"-20") #right22.99
163 #8 Curved (36"-32") #left26.99
164 #8 Curved (36"-32") #right26.99

SHS FAX LINE: 1-201-512-0882

ATLAS RS-3 HO



Ord. No. A09-8450W **Sale \$56.99**

PROVIDE ORD. NO. & ROAD(S)
Undec., CN, Ga. Cent., RI, B&M*, CB*, L&N*, SP&S*, WM*
*Late Dec. '99 Release

ATLAS RSD-4/5 HO



Ord. No. A09-8490W **Sale \$53.99**

PROVIDE ORD. NO. & ROAD(S)
CNJ, Utah

ATLAS AEM-7/ALP-44 ELECTRIC HO



Ord. Nos. A09-8570W AEM-7: Undec, Amtr, Marc, Septa
A09-8590W AEM-44: Undec, NJT

Sale \$80.99

BACHMANN H16-44 HO

Spectrum Series



Ord. No. B01-81200W **Sale \$28.99**

PROVIDE ORD. NO. & ROAD(S)
N&W, B&O, So., SF, Penn, CP, Virg.

SHINOHARA (S03), CONTD.

177	#6 Wye	16.49
191	#5 Left Turnout	14.99
192	#5 Right Turnout	14.99
1108	#6 Three Way	31.99
1109	#6 Single Crossover-left	28.99
1110	#6 Single Crossover-right	28.99
1111	#4 Double Crossover	48.49
1112	#6 Double Crossover	48.49
1114	#6 Double Slip	44.99
1115	Flex Trk (1M)—min. ord. 10 pcs.	6.59

CODE 70 TRACK & ACCESS:

301	#4 Left Turnout	14.59
302	#4 Right Turnout	14.59
303	#6 Left Turnout	14.59
304	#6 Right Turnout	14.59
305	#8 Left Turnout	15.99
306	#8 Right Turnout	15.99
307	#4 Wye Turnout	14.59
380	#6 Curved Left Turnout	26.99
381	#6 Curved Right Turnout	26.99
1308	#6 Three Way	31.99
1312	#6 Double Crossover	46.69
314	#6 Double Slip	38.99
315	Flex Trk (1M)—min. ord. 10 pcs.	6.19
340	Rail Joiners (pkg. of 50)	7.55
342	Insul. Rail Joiner (pkg. of 12)	1.79

NARROW GAUGE—CODE 70 (HON3) N.S.:

401	#4 LH	12.99
402	#4 RH	12.99
403	#6 LH	12.99
404	#6 RH	12.99
415	Flex Track—1M (Min. order 10 pcs)	6.59

MISCELLANEOUS

Mfg.	Ord. No.	Description
Tenax-7R	T24-7	Plastic cement-lq.....1.99

MODEL POWER (M13):

Grain of wheat (12-16V) pkg. of 3	1.99
clear (#381), red (#382), green (#383), amber (#384)	

AMI

MFG ID: A06

25	"N" gauge roadbed—30'/roll	10.49
30	"HO" gauge roadbed—30'/roll	11.99
130	"HO" gray roadbed—30'/roll	13.49
45	"O" gauge roadbed—30'/roll	16.99

MODEL POWER

MFG ID: M13

LOCOS:

6550W	2-8-0: SP, GN, CN, SF, CB&Q, B&O, N&W, NP, M&P, D&RG(BB), Erie	47.99
6580W	4-6-0: SF, CN, Penn, IC, SP, D&RG	47.99
6662W	0-8-0: SF, Penn, So, SP, D&RG	47.99
6720W	2-6-0 Mogul: Penn, GN, So., SF	20.99
6780W	"Fat Boy" 0-4-0: SF, Penn, So., CP, D&RG	21.99

STRUCTURES:

300	Sand & Gravel load bridge	15.39
301	Sand & Gravel grade tower	15.39
302	Sand & Gravel silo	12.79
303	Sand & Gravel rail crane	12.79
304	Sand & Gravel office & shed	9.99
305	Grain depot	15.39
306	Grain elevator	15.39
307	Grain silos	13.39
308	Twin oil tanks	9.99
309	Tank filling station	9.99
310	Oil facility office	9.99
312	Industrial smoke stack	8.69
313	Fertilizer bunker	11.39
314	Fertilizer office & storage	11.39
315	Fertilizer crane	11.39
316	Coal mine (old time)	23.99
320	Industrial conveyor	9.99
407	Lumber mill	11.99
408	Trackside maintenance	9.39
415	Pure Water Supply CO.	11.99
416	City power station	10.99
418	Builders Supply	11.39
419	Signal bridge	4.79
427	Passenger station & frt. shed	13.39
428	Water tank & shed	10.69
435	Old storage shed	6.19
436	Lumber shed	8.39
437	Three trackside buildings	8.39
438	Ranger lookout w/trees	6.19
443	Power station	8.69
447	Police station - 2 story	13.49
451	Brewery	13.39
455	Burlington mills factory	12.79
465	Heinz pickle factory	13.29

MANTUA HO

EXTRA SPECIAL READING 0-6-0



Ready To Run Tank Switcher

Ord. No. M03-393-021 **Sale \$47.99**

MODEL POWER (M13), CONTD.

478	Station platforms	12.79
482	Barn w/chicken coop	11.99
541	Dual loco shed	13.39
549	Shell gas station	13.39
553	Loco maintenance	12.79
617	Steam loco supply	13.39
618	Shell gas tank, deluxe	12.79
619	Gulf gas tank, deluxe	12.79

BUILT-UPS:

561	Water tank & shed	11.99
562	Whistle stop station	10.69
565	Shell storage tank	17.49
566	Passenger station	12.79
567	Horse stable	13.49
570	Station w/frt. shed	17.49
571	Gulf gas storage tank	16.79
572	Steam loco supply	15.49
573	Bob's Hot Dog Stand	10.69
574	Frt. terminal	12.79
575	Billy's Auto Body	13.49
576	Pickle factory	13.49
577	Ace Hardware	13.99
578	Herald Tribune	13.99
579	Urban renewal	14.79
580	Power station	11.99
582	Church	12.79
583	Station platform	12.79
584	Sinatra's house	12.79
585	Rodger's house	12.79
586	Haunted House	13.49
589	Simpon's house	12.79
590	Jordan's house	12.79
592	Barn & chicken coop	15.49
611	Engine house, 2-stall	13.39
616	Station platform w/2 figures	10.99
627	Yard tower	7.69
630	Water tower	7.69
641	Storage shed	8.39
642	Lumber shed	9.79
643	Three trackside buildings	9.79
644	Ranger lookout w/trees	8.39
645	Fisherman's cabin	8.39
651	Grain depot	23.99
652	Grain elevator	23.99
653	Grain silos	23.99
654	Twin oil tanks	16.79
655	Tank filling station	18.79
656	Oil facility office	12.79
657	Twin oil tanks (high)	23.49
667	Army motor pool	16.79
668	Army munition	16.79

MISCELLANEOUS:

99	Graduated pier set w/bridge	4.79
105	3' NS flex (blk tie), min. ord—10pcs.	1.39
105BX	3' NS flex (blk tie), box of 100	125.99
491	Lighting w/bracket, 2 sets	2.49
492	Lighting set w/screw base, pkg of 6	3.49
8744	Illum. bumper, pkg. of 2	2.39

PIKE STUFF

MFG ID: P07

4	Warehouse - "prefab"	7.99
8	Diesel engine house - sngl. stall	9.99
10	Distribution center	7.99
5001	Truck freight terminal	6.99
5005	Steel building	6.49

MISCELLANEOUS:

13	Highway guard rail, pkg. of 6	3.39
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STEWART HOBBIES

MFG ID: S04

5000	Undec FTA (1 hdl)	79.99
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F-3 (A-B):

	Phase	Hdl
5100	Undec	1
5101	Undec	2

MRC HO

LOCOS W/DECODER INSTALLED



FA: SF, Penn, NYC (M14-AD210W)\$42.99
GP-9M: shown UP, CSX, BN, Conrail (M14-AD230W)\$42.99
GE-8: BNSF, CSX (M14-AD240W)\$53.99

STEWART HOBBIES (S04), CONTD.

5400	Undec	3	1	92.99
5401	Undec	3	2	92.99
F-7 (A-B):				
5600	Undec	1E	1	92.99
5601	Undec	1E	2	92.99
5610	Penn	1E	1	92.99
5611	CN	1E	1	92.99
5612	SP	1E	2	92.99
5613	Amtrak	1E	2	92.99
5810	PC	2	1	92.99
5811	C&O	2	2	92.99
F-9 (A-B):				
5900	Undec	—	1	92.99
5901	Undec	—	2	92.99

WILLIAMS BROS.

MFG ID: W05

VEHICLES (UNDECORATED):

53100	39 Ford deluxe sedan	4.65
53110	57 Ford Fairlane 500	4.65
53120	57 Ford Thunderbird	4.65
53130	55 Ford panel truck	4.65
53200	56 Ford Crown Victoria	4.65
53300	53 Ford pick-up truck	4.65
53400	53 Ford stake truck	4.65
53500	40 Ford coupe	4.65
53600	35 Ford 4-door	4.65
53700	49 Mercury Club coupe	4.65
53800	88 Ford Taurus 4-door	4.65
53900	92 Ford Explorer, 4-door	4.65
54100	57 Chevy Belair, 2-door	4.65
54110	50 Chevy pick-up	4.65
54120	50 Chevy stake truck	4.65
54500	32 Chevy Cabriolet	4.65
54600	32 Chevy pick-up	4.65
54700	55 Chevy wagon	4.65
54800	Chevy Camino	4.65
54900	95 Chevy Blazer	4.65
55500	Dodge 4-door sedan	4.65
56100	37 Cord convertible	4.65
56200	64 Pontiac GTO	4.65
STRUCTURES:		
50000	Loading facility	14.99
50100	Storage tank	16.99
50200	Milk house	14.99

BACHMANN

MFG ID: B01

STEAM LOCOS:

11301	SP 4-8-4 Daylt, #4449	65.99
11302	SP 4-8-4 Daylt, #4446	65.99
11305	NYC 4-8-4 Niagara, #6005	65.99
11306	NYC 4-8-4 Niagara, #5016	65.99
11316	N&W 4-8-4 "J", #611	65.99
11322	SP 4-8-4 GS-4, #4446	65.99
11323	SP 4-8-4 GS-4, #4454	65.99
11410W	2-8-0: UP, B&O, So. WM, SF, B&M, Demo, RI, NKP, NYC, WP, Clin.	73.99
50440	Smoke Mt. Expr., 0-6-0	31.99
5060W	0-6-0: SF or Penn	31.99
5111W	4-4-0 (Old Time): UP or CP	41.99
50701	UP 0-6-0 w/VB tender	31.99
515W	2-6-2: UP or NYC	41.99
84013	Penn 4-6-2, #3750 pst. war	65.99
84014	Penn 4-6-2, #1361 pst. war	65.99

DIESEL LOCOS:

11202W	F-7B: Undec, UP, GN, B&O, SP-Bik, SP-Dytl, SF, EL	16.77
11501W	GP-35: Undec, SF, GN, Penn, CP, UP	34.99
11601W	SD-45: Undec, Penn, BN, Conrail, SP-Bldns, UP, SF	40.99
80001W	GE44 Ton: Me. Cent, SF, WM, B&O, So, SP, Penn, B&M, NH, D&RG	28.99
81101W	GE 70 Ton: Undec, SP	28.99

BACHMANN (B01), CONTD.

81201W	H16-44: SF, B&O, Penn, CP, N&W, Virg, So.	28.99
81301W	DD40: Undec, UP	64.99
81401W	Doodlebug: Undec, Green, SF, B&O, UP, Penn, GN, RI, B&M, SF(WB), Burl, NYC	40.99
82000W	GP30: Demo, B&O, CP, Penn, UP, NKP	34.99
85001W	GE8-40C: Undec, Conrail, CSX, C&NW	40.99
86001W	GE8-40CW: Undec, UP, SF, BNSF, LMS, CSX, C&NW	40.99
87001W	F40PH: Undec, VIA, Amtr	39.99
CABLE CARS:		
605W	Cable Car: P&Hyde, or P&Mason	25.99
610W	Brill Trolley: Main St. or Yellow	15.99
SPECTRUM PASSENGER CARS:		
D8900W	Sets of 6: Penn (pre), SF, B&O, N&W, SP	119.99
	Sets of 7: NH, NC&SL, So, MP	139.99

*Cars also sold separately at \$20.99 ea. For complete listing, see our catalog.

E-Z MATE 21 COUPLERS:

Pkgs. of 259

Item No.	Shank	Length
78001	Over	Long
78002	Over	Med
78003	Over	Short
78004	Center	Long
78005	Center	Med
78006	Center	Short
78007	Under	Long
78008	Under	Med
78009	Under	Short

Pkgs. of 5012.69

78105	Center	Med
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78999 Magnet1.29

COMPLETE SETS:

604	Old Time, stm/frt w/E-Z track	66.99
608	Golden Star, dsl/frt w/E-Z track	55.77
609	Christmas, stm/frt w/E-Z track	59.99
610	Galaxy, dsl/frt w/E-Z track	31.99
614	Overland Ltd, stm/frt w/E-Z track	107.99
615	Golden Spike, dsl/frt w/E-Z track	59.99
616	Rail King, dsl/frt w/E-Z track	53.99
617	Casey Jones, stm/frt w/E-Z track	63.99
625	Cannonball Express, dsl/frt w/E-Z trk.	62.99
1104	Patriot dsl/pngr w/power pk & E-Z trk	95.99

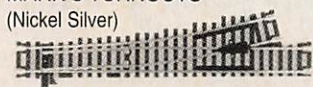
MODEL DIE CASTING

MFG ID: M11

KITS:		
435	Undec 4-4-2 Atlantic	52.50
436	Penn 4-4-2 Atlantic	59.99
450	Undec 2-6-2 Prairie	59.99
451	Undec 2-6-2 Prairie	66.99

ATLAS

MARK 3 TURNOUTS
(Nickel Silver)



Ord. Nos.
A09-280 #4 Wye
A09-281 #4 LH
A09-282 #4 RH
A09-283 #6 LH
A09-284 #6 RH

Sale
\$6.29 ea.

Black Tie
Code 100 Rail

GARGRAVES (G03), CONTD.

107	Remote uncoup. sect. (Tin)	15.99
108	Remote uncoup. / unload sect. (Tin)	19.99
109	Remote uncoup. sect. (S/S)	16.99
110	Remote uncoup. / unload sect. (S/S)	21.79
113	Manual switch, 42" R, RH (Tin)	16.59
114	Manual switch, 42" R, LH (Tin)	16.59
115	Manual switch, 42" R, RH (S/S)	18.79
116	Manual switch, 42" R, LH (S/S)	18.79

KADEE®

MFG ID: K02

805	Delayed couplers-1 pr.	2.25
811	Permanent mag. uncoupler	3.35

©Registered Trademark

K-LINE

MFG ID: K09

2240W	MP-15: Christmas, BN, Circus	69.50
2400W	GP38-2: BNSF, UP, WM	234.99
2510	B&O F-7A	144.99
2521	RG F-7 "ABA" (all powered)	334.99
25971	WP F-7 "ABA" (all powered)	334.99
2708	PE Interurban (pow & dum)	199.99

KORBER

MFG ID: K07

URETHANE BUILDING KITS:

304	Roundhouse, 3-stall (30" deep)	236.99
304A	Add-on stall	58.89
309	Steam era water tank	83.69
315	Silo	83.69
901	Action machinery	25.99
904	Lacy Co.	38.99
905	Blacksteel Refrig. w/water tank	36.88
910	Alenco Co.	32.50
911	Perfect Tool Co.	50.59
914	Gem Packing Co.	29.99
915	Quaker Foods	42.99
916	General Light & Power plant	105.99
917	General Light & Power sub station	36.99
931	Continental Food	42.99
933	Yardmaster shanty	8.99

For More Korber - See Our Catalog

WALTHERS

MFG ID: W01

3307	Passenger station	37.99
3309	Interlocking tower	33.99
3310	Service station	41.99
3311	Steel water tank	37.99

ARISTOCRAFT

MFG ID: A15

21001W	2-4-2: Penn, B&O, Undec.	169.99
21101W	2-4-2: SP, SF, UP	169.99
21301W	0-4-0: Penn, So, SF	130.99
21401W	4-6-2 Pacific: Milw	329.99
22100W	U25B: Undec, SP, SF (frit), BN, RG, SF (Zebr), CSX, Amtr, NYC, NS	179.99

22201W

22201W	RS-3: Amtr	179.99
22500W	Switcher: Undec, B&O, SP, RG, So, CN, NYC	79.99

80100W	2-8-0, C-16: C&S, D&RG, D&SP, EBT, ET&WNC	269.99
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FREIGHT CARS:

40001W	20' Gondola: SF, UP, B&O	24.99
41101W	Cov. Gondola: REA	38.99
41201W	Cov. Hopper: GMF, Borax, NKP, NYC	45.99
41301W	Tank Car: Dow, Union, BN, Penn, Heineken, Ballentine, Schlitz, Pabst	45.99
41601W	3-Dome Tank Car: Mobil	45.99
46101W	Stock Car: SF	45.99
46201W	Reefer: Pluto, Borden, Stewart, A&P, Gerber, Swift, 7-up	45.99
46501W	Flat w/Pggybk Trailer: SP, SF	47.99
46601W	Reefer: SF, Penn	41.99
46950	Track cleaner car	51.99
29950	Extra cleaning pads	12.79

TRACK & ACCESSORIES:

11000	12" straight, ea. pc.	3.19
11000BX	12" straight, box of 12	30.99
11060	24" straight, ea. pc.	5.99
11060BX	24" straight, box of 12	62.99
11070	36" straight, ea. pc.	9.49
11070BX	36" straight, box of 12	91.99
11099BX	60" straight, box of 12	152.99
11100	24" R curve, ea. pc.	3.19
11100BX	24" R curve, box of 12	30.99
11500	30" R curve, ea. pc.	4.89
11500BX	30" R curve, box of 12	48.99
11600	48" R curve, ea. pc.	4.89
11600BX	48" R curve, box of 12	62.99
11800	60" R curve, ea. pc.	8.39
11800BX	60" R curve, box of 12	80.99

MODEL POWER

BRASS
FLEX TRACK



Ord. No. M13-114 **Sale 75¢ ea.***

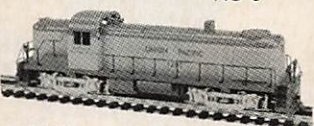
*Min. Ord. — 10 Sections

M13-114CS	Case of 150"	\$99.99
M13-104BX	Box of 100"	\$69.99

*Limit 2 per \$8.00 S&H

ATLAS

RS-3



Ord. No. A09-42000W **Sale \$46.99**

PROVIDE ORD. NO. & ROAD(S)
Undec, B&M, GN, RI, So

ARISTOCRAFT (A15), CONTD.

11820	120" R curve, ea. pc.	12.29
31497W	120" R curve, box of 16	164.99
11900	Rail joiner, pkg. of 12	3.99
11901	Plastic rail joiner, pkg. of 4	3.99

SWITCH TRACKS:

Manual: RH(#11200) or LH(#11210)	19.99
Remote: RH(#11205) or LH(#11215)	32.99

MISCELLANEOUS:

5450	Deluxe power pack & converter	116.99
5460	10 amp power source	97.99
29338	Digital sound for RS-3	149.99
29340	Digital sound for U25B	149.99
29341	Digital sound for 4-6-2	149.99

BACHMANN

MFG ID: B01

11396W	0-4-0: ETL, WLC, Undec	64.99
31497W	4-6-0: D&RG, WP&Y	99.99
91114W	2-4-2: Penn, WP, Undec	93.99
81180	Climax, Pardee	449.99
81181	Climax, Undec	449.99
81196	Pardee 2-trk shay	449.99
81197	Undec 2-trk shay	449.99
90023	White Christmas frt. set.	142.99
90025	Silverton frt. set.	135.99
90028	CNJ "Blue Comet", pass. set	161.99
90029	Paul Bunyon logging, stm/frt.	109.99
90031	Great Northern Exp. pass. set	164.99
90032	D&RG "Bmbl. Bee", pass. set	164.99
90033	ET&WNC "Tweetie", frt. set.	166.99
90030	Clementine, stm/frt.	109.99
93938	Open trolley	67.99
93941	Christmas trolley	84.99
96241	Christmas hand car	57.99

FREIGHT CARS:

93114W	Bobber Caboose: Penn, WP, ET, Undec	27.59
93223W	Reefer: NYC, RG, Mdse. Disp., Nat. Disp., SF	33.99
93320W	Box Car: LR, SF, MOW, NYC, Penn, D&S	33.99
93419W	Tank Car: MOW, C&D, Union, Boogie, WP&Y, Gramps	33.99
93715W	Gondola: GN, MOW	33.99
93801W	Caboose: Penn, ETLC, GN, UP, UNI	38.99
95344W	20' Box Car: F&CC, Penn	27.99
95612W	20' Flat Car: B&O, ET	27.99
95724W	20' Gondola: C&S, VGM	27.99
98101W	Stock Car: CM, MGT, ET&WNC	19.99
98201W	Hopper: So., NYC, SP	33.99
98301W	Flat Car w/Trailer: UP, Penn, ET&WNC, Undec	47.99
98490	Skeleton log car w/logs	37.59
98514W	Wood Hopper: Penn, Undec	33.99

MISCELLANEOUS:

92419	Knuckle coupler, pkg. of 2	3.99
92421	Metal wheel sets, pkg. of 4	11.39
96221	Trestle set	15.99

"N" SCALE

ATLAS

MFG ID: A09

SD-60 W/DECODER:

49101W	C&NW, CSX, Demo, NS, Oak, Soo, UP	85.99
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SD-60M:

49200W	3 Window DCC Ready: Undec, Soo	54.99
49230W	3 Window w/Decoder: Soo, UP	85.99
49280W	2 Window w/Decoder: BN	85.99

SD-50:

49300W	DCC Ready: Undec, Chess, MP, RG, Seab	54.99
49350W	w/Decoder: Chess, MP, RG, Seab	79.99

MRC

DIGITAL COMMAND 2000

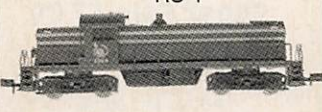
Sale
\$179.99

Ord. No. M14-AD110

Ready-to-run HO loco (decoder installed) & includes console w/30VA power supply.

ATLAS

RS-1



Sale \$46.99 Ord. No. A09-44000W

PROVIDE ORD. NO. & ROAD(S)
Undec, CNJ, GN, M&SLS, NYC, Rutland

ATLAS (A09), CONTD.

GP-30:	47507 SAL	50.99
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GP-9 "TORPEDO":

48400W	w/Cab Nos.: Milw	45.97
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GP-7 PHASE 2:

48204W	w/o Cab Nos.: B&A*, Conrail, NYC, Wabash, WP	47.99
48200W	w/numbered cab	53.99

TRACK & SWITCHES:

2700	#4 remote switch-LH	9.29
2701	#4 remote switch-RH	9.29
2702	#4 manual switch-LH	6.79
2703	#4 manual switch-RH	6.79
2704	#6 remote switch-LH	9.29
2705	#6 remote switch-RH	9.29
2706	#6 manual switch-LH	6.79
2707	#6 manual switch-RH	6.79
2750	Std. turnout-LH	5.29
2751	Std. turnout-RH	5.29
2715	Remote sw. mach.-LH	4.85
2716	Remote sw. mach.-RH	4.85

30" flex trk.

2500	(min. ord.-15 pcs.)	1.57
2500BX	Box of 100	144.99
2501	5' straight, 6/pkg.	1.68
2509	Track asst'd.	1.96
2510	9-3/4" R curve, 6/pkg.	1.68
2511	1/2-9-3/4" R curve, 6/pkg.	1.56
2520	11" R curve, 6/pkg.	1.68
2521	1/2-11" R curve, 6/pkg.	1.56
2526	19" R curve, 6/pkg.	1.68
2532	Rearrailer, 3/pkg.	1.56
2536	Bumpers, 2/pkg.	1.56
2569	90" crossing	4.39

ACCESSORIES:

2535	Rail joiners, 48/pkg.	1.56
2538	Plastic rail joiners, 24/pkg.	.85
2539	Terminal joiner-pr.	1.95
2540	Track nails (approx. 400)	2.79
2541	Pier set, 25 pcs.	5.89
2543	Bridge piers-3/pkg.	2.29
2546	Warren truss bridge	2.59
2547	Deck truss bridge	2.59
2548	Plate girder bridge	2.59
2790	7-1/2" turntable, manual	11.99
2791	Motor unit for #2790	10.99

MISCELLANEOUS:

2801	Telephone poles, box of 12	1.75
2826	Viaduct	3.75

BACHMANN

MFG ID: B01

STEAM LOCOS:

N117W	4-4-0: B&O, CB&Q, Penn	36.99
N505W	0-6-0: SF or Penn	28.59
N511W	4-4-0 Old Time: UP or CP	34.99
N515W	Prairie: NYC or UP	34.99
N526W	0-4-0: SF or B&O	21.99
N530W	2-8-0: SF, Read or GN	43.49
N545W	2-8-2 Mikado: UP or B&O	46.69
N547W	Shifter: SF or Penn	26.99
N580W	Northern: SF, Read or BN	55.99
65769	N&W 4-8-4 "J"	55.69
65869	N&W 4-8-4 "J"	55.69

DIESEL LOCOS:

11450W	DD-40: Undec, UP	47.99
62551	UP EM-80C Plasser	9.99
85051W	GE8-40C: Undec, Conrail, UP, NS, C&NW, CSX	40.99
86051W	GE8-40C: Undec, Conrail, CSX, UP, SF, LMS, BNSF	34.99

TRACTION:

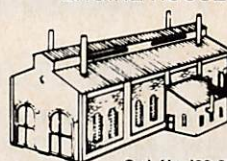
N610W	Brill Trolley: Main St. or Yellow	15.99
N629W	Trolley: #7407 or PTL	20.59
81451W	Doodlebug: Undec, Green, UP, B&O, Penn, SF	33.99

COMPLETE SETS W/"E-Z" TRACK:

24001	Chessie Flyer, ds/frt.	33.99
24002	UP Highballer, ds/frt.	33.99
24003	SF Highballer, ds/frt.	33.99
24004	Prairie Flyer, old time stm/pass	50.99

IHC

2-STALL
ENGINE HOUSE



Dimensions:
27-3/4" x 15-3/4"

Ord. No. I02-300-100
Sale \$27.99

BACHMANN

GE8-40CW
(Wide Cab)



Ord. No. B01-86051W **Sale \$34.99**

PROVIDE ORD. NO. & ROAD(S)
Undec, UP, SF, CR, CSX, LMS, BNSF

1998 Release, UP, SF (B01-86061W) ...\$29.97

BACHMANN

GP-50



★ Standard Hobby Supply ★

Our 26th Year... Serving Modelers Across the U.S. and Around the World!



LIFE LIKE

PA & PB DIESELS



Sale \$32.77 Ord. No. L04-7049W

PROVIDE ORD. NO. & ROAD(S)
Erie, NH, NKP, Penn., SP-Dyit, Undec., D&H,
D&RG, EL, LV, NYC, UP

*Dummy "B" available (L04-7051W).....\$14.57

MODEL POWER

PASSENGER CARS



Super Sale \$7.99

Streamline
Undecorated Set of 3
(1ea. Coach, Observation, Vista-Dome)
Ord. No. M13-3030-3

MRC

RAIL POWER
350 "TECH 4"



Ord. No.
M14-AB140

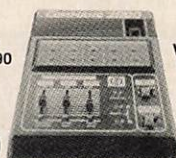
Features Memory & 30VA!

Walk Around (M14-AB800).....\$28.79

MRC

COMMAND 2000
CONSOLE

Ord. No.
M14-AD090



Use
With All
Scales

**Sale
\$89.99**

See listing in our ad for required decoders &
power suppliers (not included).

KATO (K05), CONTD.

176470W SD40-2 (ND): Undec. CN, UP.....75.99
176480W SD40-2 (DB): Undec. BN, C&NW,
CSX, Lease, Milw, NS, UP.....75.99

LIFE LIKE

MFG ID: L04

7001W E7-A: L&N, FEC, IC.....29.99
7013W E7-B: FEC, SP, IC.....17.99
7641 Amtrak F40PH.....27.99
7049W PA: Erie, NH, NKP, Penn, SP-Dyit,
D&H, D&RGW, EL, LV, NYC, UP.....32.77
7051W PB: Penn, SP-Dyit, Undec,
NYC, UP, D&RGW.....14.57
7708W SD-7: SP, B&O, GN, UP.....31.99
7841W GP38-2: BN, SF, Conrail, CSX.....27.99
7851W SW-9: N&W, RI, So.....37.99

MODEL DIE CASTING

MFG ID: M11

* SALE * SALE * SALE *

921 Billbird O/T frt. car, 6 sch, 12#s.....53.99
927 Meat reefers, 6 names, 12#s.....53.99
933 Railroad box car, 12#s.....65.99
937 3-bay hopper, 2 roads, 12#s.....41.99
943 50' reefer, 4 names, 12#s.....59.99
945 50' box car, 6 roads, 12#s.....47.99
947 Husky flat, 2 roads, 12#s.....77.99
949 36' stock car, 3 roads, 12#s.....59.99
953 50' box car, fallen flags, 12#s.....53.99

MODEL POWER

MFG ID: M13

BUILDING KITS AND ACCESSORIES:

1502 Suburban house, pkg. of 3.....12.69
1503 Exxon station.....9.39
1504 Police station.....11.39
1505 Hospital.....11.39
1506 Blue coal depot.....11.39
1509 Brewery.....11.39
1512 Railroad hotel.....9.99
1513 Farm house.....10.69
1516 Loco maintenance.....9.39
1519 Freight depot.....9.99
1522 Gantry crane.....8.69
1523 Saw mill.....10.69
1524 Malden station.....11.39
1527 Wine & cheese shop.....9.99
1546 Iron & steel works.....9.99
1547 US Customs whse.....9.99
1549 Truck depot.....9.99
1550 Loco shed, 2-stall.....13.39
1552 Coal mine.....11.99
1556 Gran' Ma's house.....9.99
1559 Farm house.....9.99
1565 Lumber yard.....9.99
1566 Coverall paints.....10.69
1567 Shell gas tank.....10.69
1568 Power substation.....10.69
1569 Twin oil tanks.....9.39
1572 Jackson meat packing.....12.69
1573 National casket.....10.69

WOODLAND SCENICS

SCENERY KIT



Ord. No.
W04-928

Sale \$55.99

Includes terrain & landscaping materials
to finish up to a 4' x 8' layout.

ARISTOCRAFT

"DC" TRAIN
ENGINEER



Ord. No.
A15-5480

**Sale
\$65.99**

Long Range-New Design (A15-5470).....\$114.99

MODEL POWER (M13), CONTD.

ASSEMBLED-ILLUM. W/2 FIGURES:

2553 Church.....10.69
2554 Sinatra's house.....10.69
2556 Haunted house.....10.69
2557 Grand Ma's house.....10.69
2558 Kennedy's house.....10.69
2559 Simpson's house.....10.69
2560 Jordan's house.....10.69
2562 Wayside Station.....9.99
2563 Blue Coal depot.....13.39
2565 Fire house.....11.99
2568 Stone/gravel depot.....11.99
2570 Uncle Sam's.....11.39
2574 Oscar Mayer.....10.69
2575 Eastern Chem.....11.99
2578 Podiatrist.....10.69
2579 Coffee shop.....11.39
2581 Barn & coop.....15.99
2588 House, set of 3.....13.39
2589 Coverall paints.....23.99
2591 Tank filling station.....23.99
2592 Twin oil tanks.....23.99
2593 Jackson Meat Packing.....23.99
2594 National Casket.....23.99
2595 U.S. Army munitions.....13.39
2596 Factory smoke stack.....9.99
2630 Water tower w/blinking light.....7.39

CIRCUITRON

TORTOISE SLO-
MOTION SWITCH
MACHINE

For Realism...
Operates most turnouts;
3 sec. throw; includes mount
& sprung wire linkage.

Ord. No.
C12-8-6000 **Sale \$12.75**

Pkg. of 6 (C12-8-6006).....\$ 73.99
Pkg. of 12 (C12-8-6012).....\$144.99

XURON

RAIL NIPPER

Ord. No.
X02-2175B



Cuts
Quick, Clean
and SQUARE!

Sale \$10.99

MODEL POWER (M13), CONTD.

3701W 40' Box Car: B&O, GC, Timk,
SP, Penn, Algo, BCR, CP, CN,
GTW, Ont, TH&B.....4.69
3716W 40' Reefer: Apple, A&P, Bana, MC,
Heinz, Pabst, PFE, Schlitz, Coors,
Tropic.....4.69
3750W 40' Chem. Tank Car: D&RG,
Roma, BREA, Sunkist, Champ,
Dom, Imper.....4.69
4001W Flat Car w/Cont: SL, Evergrm, ACL.....4.19
4015W 50' Gondola w/Coal: So, ON, SF.....3.39
4028W 50' Reefer: Therm, Carn, Milk,
Soo, Alaska.....3.39

NORTHEASTERN

MFG ID: NO3

30001 Passenger shelter.....3.79
30002 Storage shed.....5.29
30003 Freight depot.....11.99
30004 Motor car shed.....4.49
30006 Watch tower.....4.49

PECO

MFG ID: PO4

TRACK (CODE 80) & ACCESSORIES:

300P 36" flex (min ord 5 pcs).....2.79
300BX 36" flex box of 25.....67.99
310 N.S. rail joiners-pkg of 24.....1.99
311 Ins. rail joiners-pkg of 12.....1.99
330 Uncoupler kit, pkg. of 2.....1.59
340 Buffer stop.....1.59

Turnouts (Insul-Frog):

388 #8 RH (hi-speed).....11.49
389 #8 LH (hi-speed).....11.49
395 #6 RH (med).....9.99
396 #6 LH (med).....9.99
397 #7 wye.....9.99
ST5 #4 RH (med).....8.99
ST6 #4 LH.....8.99

Sw. machines-See "HO" Peco section. See our
catalog for electrofrog & Code 55.

MICRO-TRAINS LINE®

MFG ID: MO8

1000 Bettendorf tks w/coup-1pr.....3.63
1023 Couplers-assem.2pr.....4.49
1310 Uncoupler.....4.99
FREIGHT TRUCKS W/COUPLER (10PR/PKG):
1000-10 Bettendorf.....31.50
1010-10 Archbar.....31.50
1030-10 Roller bearing.....31.50
1035-10 Barber roller bearing.....31.50

See our catalog for more MTL
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For Fastest Shipment...

Provided quantity & Ord. No. (Mfg. ID + Item No.)
when ordering. Phone Orders: Have this information
ready before calling. Item descriptions not needed
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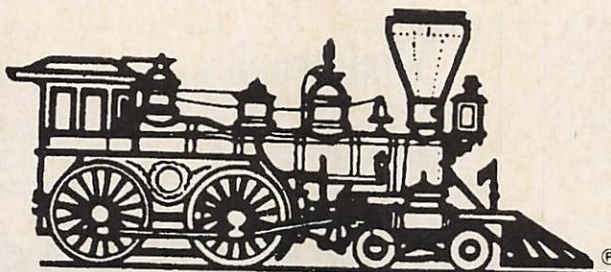
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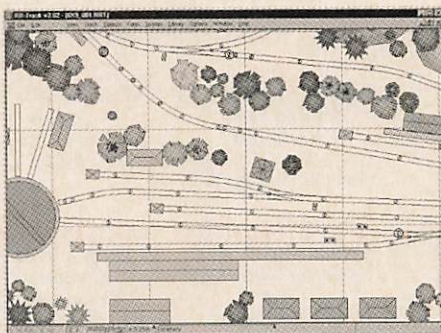
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Trains of Thought

Full circle, a tale of old friends

Commentary by Tony Koester

Good stories, my college creative-writing professor insisted, should not hinge on coincidences. Yet we know that real life doesn't always follow the rules of good writing, so I'll tell you about this coincidence anyway.

It started innocently enough when Bob Hart gave an old kit-built steam locomotive to Perry Squier. Perry, you may recall from previous remarks in this space, is building an HO scale version of the Pittsburgh, Shawmut & Northern circa 1923. Bob, an old friend of Perry's, got word of this, and he thought the old steamer might be of some use. More to the point, he wasn't giving Perry anything so much as he was returning Perry's property.

It seems that, decades ago, young Perry was a member of a central-New Jersey model railroad club. He came to admire the modeling skills of an older member, Gene Wolfe. In short order, Gene became Perry's mentor. When Perry assembled a Penn Line locomotive kit and it took an abrupt trip to the clubroom's floor, Gene offered to repair it.

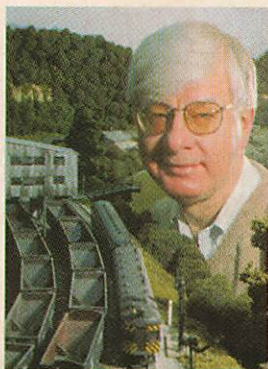
Not long thereafter, however, Perry dropped out of the club and, for a time, out of the hobby as well. Girls and cars, you understand. The locomotive was forgotten until quite recently when Bob, a mutual friend of Perry and Gene, showed up with it. Yes, he was certain that it was Perry's since-repaired engine.

How ironic, Perry thought. One of his first models, one that he had hardly remembered seeing assembled until then, had come home for possible use on his new railroad.

A few months later Perry called to ask if I'd like to go with him and a mutual friend, Stan White, to inspect a large collection of HO models from the estate of Stan's wife's brother. My options were to go with them or repair a rain gutter that had come loose, so I decided to ride along.

Stan had with him one of the models from the estate, a Roundhouse old-time tank car kit that had been nicely assembled. It was suitable for a circa-1923 railroad, yet a bit too old for use on Stan's late-'40s edition of the famous Maryland & Pennsylvania (Ma & Pa), so he offered it to Perry. Perry was driving at the time and hence just took a cursory look at it, then placed it loosely in the center-console storage compartment of his car.

"What was your brother-in-law's name, Stan?" Perry asked. "Gene Wolfe."



After several seconds of silence, Perry started talking a mile a minute. He was saddened to discover his old mentor had died, astounded that Gene was related to one of his closest modeling associates, and stunned that he was now on the way to pick through Gene's estate in the hopes of finding models he could use on his own railroad. He told Stan how he had known Gene, and of Gene's positive influence on him.

Our arrival at the Wolfe residence was accompanied by the usual introductions, though made a bit awkward by the nature of the visit. The formalities behind us, Perry told Gene's wife, Ginny, about his admiration for Gene and his work.

Then it was time to head for the basement. I've trekked over to countless model railroaders' homes and down, up, or out into their railroad rooms, but this was the first time I had gone after the builder died.

The railroad was long gone, which spared the widow and family the arduous task of carting out what invariably seems like tons of dusty debris. Gene's interests had turned to power boating in recent years, she told us, but he had kept most of his locomotives, rolling stock, and many structures. We were there to help her understand what she had, to tell her what might have great monetary or sentimental value, and to offer her cash for models that we wanted ourselves.

We quickly spotted a few brass imports that looked like they could fetch several hundred dollars apiece, but none were of interest to us. I was somewhat relieved, as setting values on brass locomotives is best left to those who buy and sell such items on a regular basis.

We also found some exquisite scratchbuilt structures – a steel water tower I could have used and a wood coal dock any veteran MODEL RAILROADER reader would appreciate, built from the popular Eric Stevens series of 1951 and '52. "Keep those," we urged, for display in a bookcase along with a couple of steam locomotives that looked scratchbuilt.

Stan and Perry left with an eclectic collection of freight cars, and I bought some reference books that might prove handy one day. All told, we left Gene's widow a few hundred dollars richer, and she had a better sense of the value of the remaining collection and who could help her sell it. And she knew a lot more about why a couple of his structures were family heirlooms deserving a place of honor in the Wolfe homestead.

As for Perry, his positive experiences as a neophyte modeler befriended by a veteran had come full circle.

Oh, yes – remember that tank car in the center console of his car? Within seconds of Stan saying "Gene Wolfe," Perry had wrapped it carefully in tissue paper. After all, it was no longer just a model but instead a treasured memory. &



TONY KOESTER

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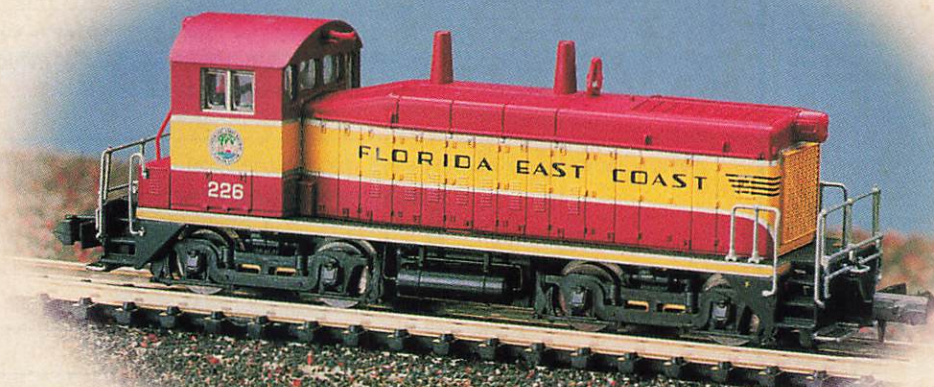


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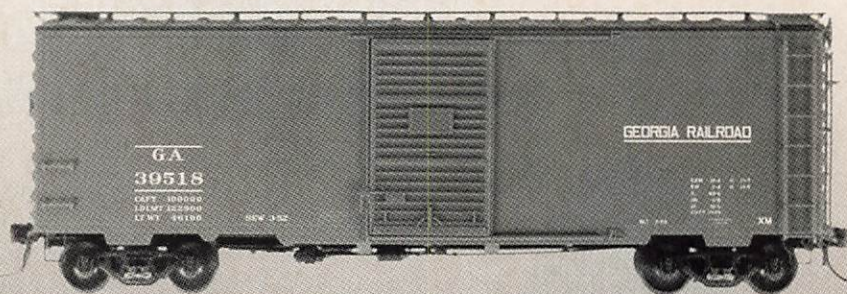
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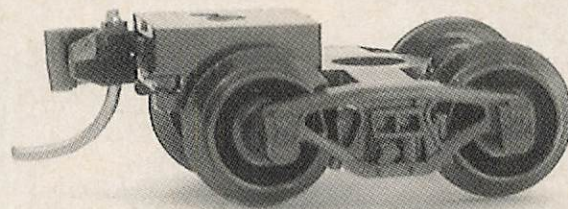
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One Reader's Opinion

The lessons I've learned

Commentary by Alan Saatkamp

With many hobbies, such as golf, you don't have to be proficient to enjoy the activity, and you won't improve unless you get out there and try! Yet watching a pro golfer can be daunting for the newcomer just beginning to appreciate the effort required to achieve those results.

Some people never give a hobby a chance because they feel they'll never achieve the top level. I believe there's another side to consider, based on my seven years in HO scale model railroading. I'd like to share my perspective and offer encouragement through the lessons I've learned to those in the same boat (or is it caboose?).

Lesson 1: Just build it. Last year, a fellow HO model railroad hobbyist (with about my experience level) got stuck. His first layout, several years old, occupied a 6 x 10-foot area of his huge basement. His plan for a significant expansion was well-conceived and impressive. However, every time I talked to him for almost a year, he lamented his inactivity.

He attributed the inertia to the uncertainty resulting from reading conflicting articles and books on the benchwork he planned. His fear of making a mistake – the benchwork not turning out “right” – paralyzed him for months. He even debated forsaking the hobby altogether if he was unable to move forward.

Eventually he sought and obtained advice from fellow club members and plunged forward. The results, though slightly modified from the original plan, were quite satisfying. My point is: Show me a model railroad hobbyist who has never made a mistake, and I'll show you someone who has never tried to build a layout.

I've built three progressively complex layouts in six years (and just tore down number three in anticipation of beginning number four). Every time I've built one, I've learned plenty, not just from my successes, but especially from my mistakes. The things that didn't turn out perfectly often pointed to a better way to do it next time. These new insights were almost as satisfying as those ideas that worked. Shortcomings show us our potential for improvement.

An example: My first layout defied conventional wisdom for height. At the time, my children were six and seven years old. To more closely approximate their eye level, my father-in-law, Don Nelson, and I built the legs 40" high.

For about three years that was a good height for our children and their friends (meanwhile I had a helicopter view and my back ached from bending over to work on the layout). Even though most of the how-to books advise building at chest height, I chose otherwise and regretted it.

But I learned from that mistake and later added 10" to each existing leg of layout number two, which by then com-



prised four tables and 15 legs! I learned it's much easier to construct a layout at 50" than it is to build one at 40" and add 10" later.

Lesson 2: Begin with the right tools. Your public library or local hobby shop probably has an excellent assortment of books on how to design, build, and operate model railroads. These explain the tools you'll need to make the best use of your time and energy. If you aren't a handyman, you can develop skills fairly quickly and speed construction with a few basic power tools such as a jigsaw, a 3/8" drill, and a motor tool. Without them, you're in for some long hours and unnecessary expenditure of effort.

As a novice model railroader who lacked these skills, I soon gained experience by building layouts. I regularly remind my wife of the benefits of investing in power tools and pursuing this hobby, which have increased my confidence in attempting and completing household repairs!

Initiative,
equipment,
and know-
ledge provide
the basics
to begin
enjoying this
great hobby.

Lesson 3: Take advantage of references and resources to gain knowledge. There are many fine reference books on model railroading. The earlier you grasp what they have to offer, the better. For example, I had already acquired 40 freight cars and four locomotives before deciding to commit to magnetic couplers. The conversion after the fact took more time than if I had installed them during assembly.

I also find that reading the same how-to book several years later provides a deeper level of understanding and application, based on the experience I've gained during that time.

When I'm interested in a particular industry in a certain town, I call them to find out how the railroad interacts with them. My advice is try to talk directly with the shipping department or production people. They are more likely to sense your genuine interest in the subject and be able to respond to your polite questions. Occasionally those in the corporate office may perceive you as being nosy, so I ask to speak directly to the people who know what I want to know. There are also many books about prototype industries and railroads that can be quite helpful.

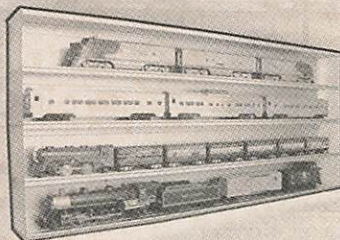
Another excellent resource is a model railroad club. Some of the best advice (especially on layout design) I've gained came from club members who came over and looked at my setup with a fresh pair of eyes. Our local National Model Railroad Association group rotates meeting sites among members regularly, thus enabling us to see each other's progress and offer ideas.

Initiative, equipment, and knowledge provide the basics to begin and continue enjoying this great hobby. Throw in your personal brand of creativity and start building that layout! ☛

Alan Saatkamp lives in South Dakota with his wife, Jan, and children Megan and Matt. The family recently moved, and Alan and Matt have begun building a Green Bay & Western layout. Alan considers himself a "reformed Type A personality" who doesn't mind learning from his experiences.

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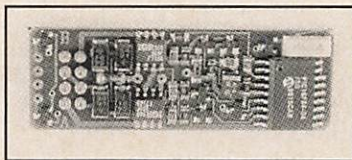
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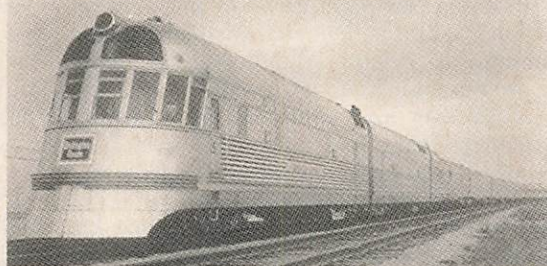
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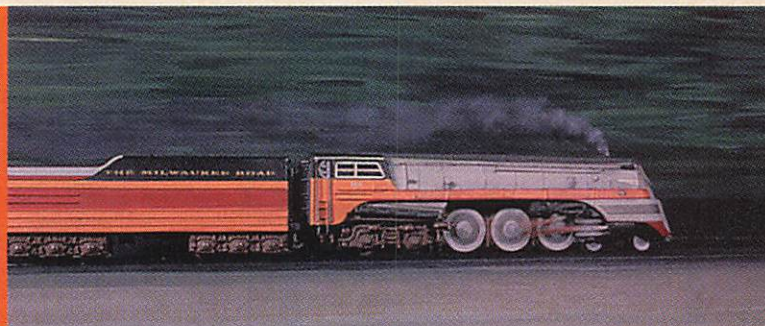
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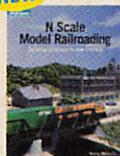
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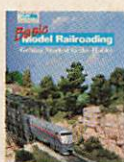


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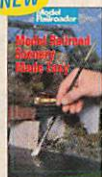
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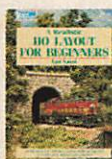
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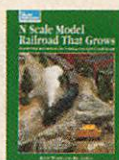
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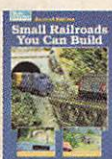
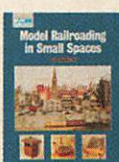
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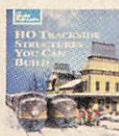
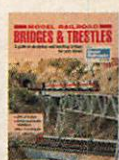
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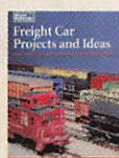
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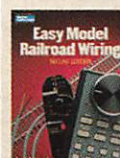
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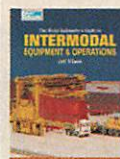
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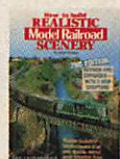
Modelers can save money on shop repairs and avoid frustrations by mastering some fundamental repair skills. With step-by-step instructions, photos, and illustrations, this book covers the basic techniques needed to maintain and repair DC-powered model locomotives, rolling stock, and layouts. 8 1/4 x 10 3/4; 80 pgs.; 150 b&w photos and 15 illus.; softcover.
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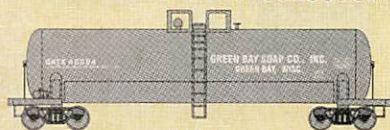


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Above: Napierville Junction was a subsidiary of the Delaware & Hudson so the two roads shared a common paint scheme. Here's NJ no. 4050 after the end stripes were replaced with pilot stripes. **Below:** When delivered D&H and NJ road switchers were black with yellow end stripes.

Q. Napierville Junction schemes: I would like to paint and letter some equipment, including a Kato RS-2, in the early scheme for the Delaware & Hudson and Napierville Junction, the D&H extension into Canada. What colors should the locomotives be? Does anyone make decals?

DOUG MANEVAL

MECHANICSBURG, PA.

A. The Napierville Junction was a 28-mile-long railroad between Rouses Point, N. Y., and Delson, Quebec, where it connected with the Canadian Pacific and Canadian National. The NJ was a subsidiary of the Delaware & Hudson, therefore its rolling stock was painted following D&H practice with the name "Napierville Junction" in place of "Delaware & Hudson."

The NJ rostered two RS-2s, numbered 4050-4051. These units were built in 1950 by Montreal Locomotive Works. Also built a total of 27 RS-2s, numbered 4000-4026, for the Delaware & Hudson between 1946 and '49.

As delivered, the D&H and NJ RS-2s were painted black with bold yellow stripes on both ends of the locomotive. In later years the end stripes were removed from many locomotives, replaced with yellow stripes on the pilots. Several of the D&H units lasted through the blue and gray era and ended their careers painted solid blue.

One of the NJ's two RS-2s, no. 4051, was painted in the D&H blue and gray



DELAWARE & HUDSON

scheme in the early 1960s but retained the Napierville Junction lettering with a unique yellow maple leaf herald on the nose and cab side.

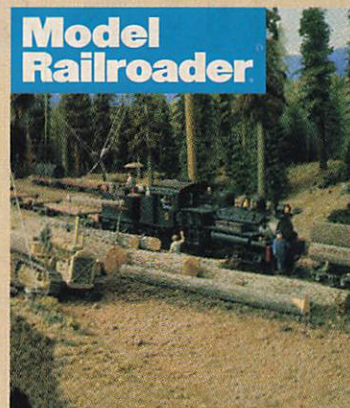
Before tackling your project I recommend you check out *Delaware & Hudson in Color, Volume 1*, by David Sweetland (Morning Sun). The book contains many color pictures of D&H and NJ equipment in the earlier paint schemes, including photos of the Napierville Junction's caboose fleet.

The NJ never owned a lot of rolling stock, so I was quite surprised when I ran across a photo of an NJ covered

Continued on page 175

NEXT month in

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Enjoy a gallery of color and black & white pictures that capture the golden age of railroading.

- **Stan Kistler's L.A.**

A great photographer explores the Los Angeles railroad scene in the 1940s and '50s.

- **Lima's Last Steam Locomotive**

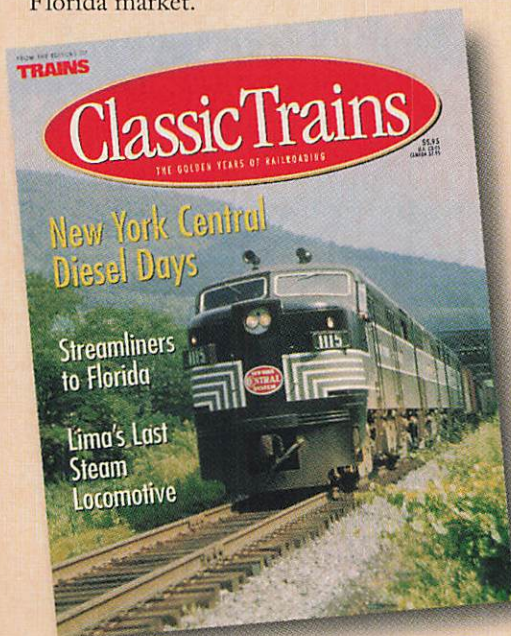
John Corns writes a detailed "biography" of Nickel Plate Road 2-8-4 No. 779, the last steam engine built by Lima Locomotive Works.

- **Rio Grande Southern Glory Days**

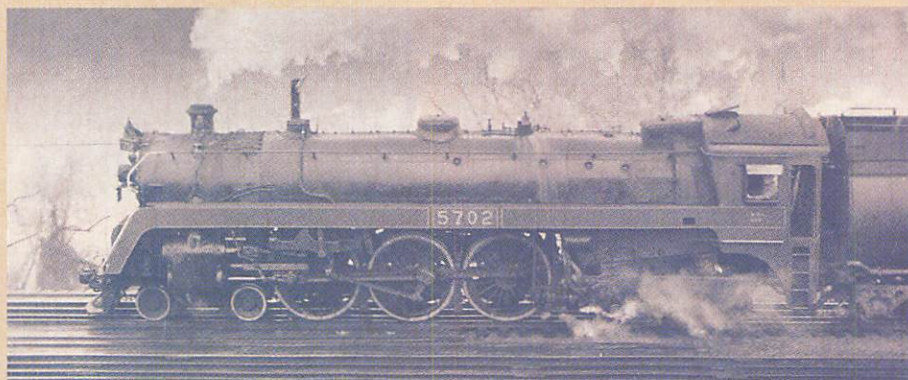
Railfan excursions on the famous Colorado narrow-gauge line make great reading! By Mallory Hope Ferrell.

- **Canadian Steam Stronghold**

A portfolio of photos by Philip R. Hastings shows how southern Ontario still bustled with steam, even after diesels had largely taken over in the U.S.



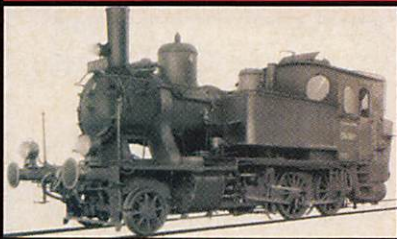
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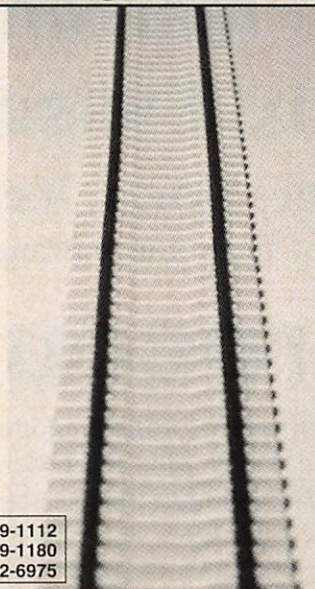
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Napierville Junction covered hoppers were gray with black lettering.

hopper. The earliest mention of NJ freight equipment I could find was in the 1974 *Official Railway Equipment Register*, a total of 20 covered hoppers numbered 301-320. Other cars, including several types of boxcars, joined the roster in 1975.

The only decals for the as-delivered RS-2 paint scheme I'm aware of are Accu-cal set no. 5808H. This set also included NJ lettering. These decals are no longer in production but you may be able to locate some on a dealer's shelf. I've noticed out-of-production decals

listed on the eBay online auction (www.ebay.com) so you may want to try there. — Marty McGuirk, associate editor

BC SD40-2 decals: In the October 1999 issue I mentioned the British Columbia Railway Historical & Technical Society as a source for SD40-2 decals. I've since learned the Society hasn't made decals for those units.

The Society also has a new mailing address: BCRH&TS, c/o Brad Dunlop, 170 Jupiter Ct., Kelowna, B. C., Canada V1X 5W5. Or contact them by e-mail at bcdunlop@home.com. — M. M.

Send your questions about painting or paint schemes to Ask Paint Shop, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail askpaintshop@mrmmag.com. We regret we can't answer all the questions we receive.

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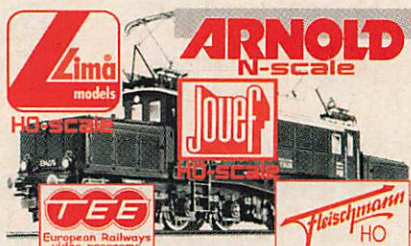
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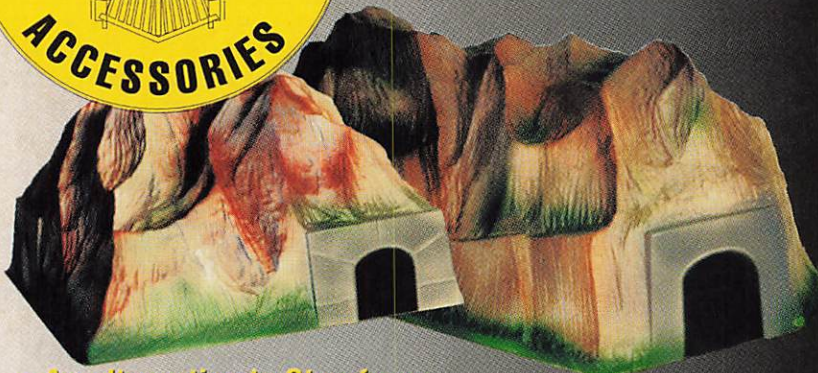
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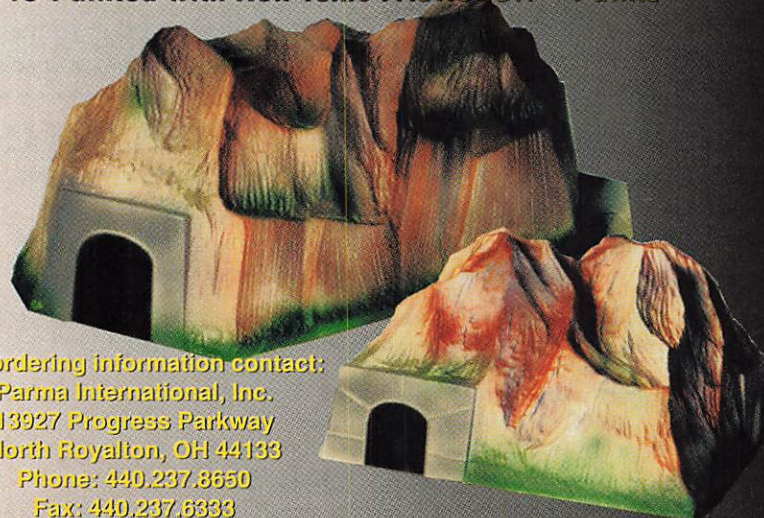
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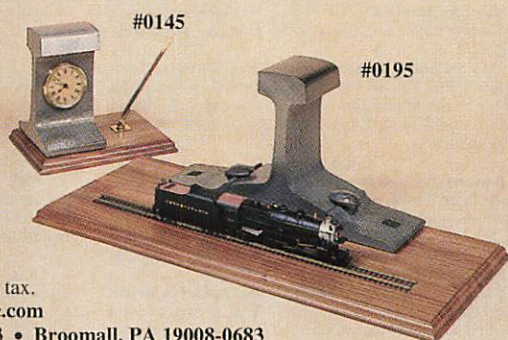
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2330.1 SP Class GS-2 4-8-4 Locomotive #4410. The class leader portrayed in all of its announcement glory and factory painted in Daylight colors. Booster engine equipped. Laird multiple bearing cross heads. Worthington #5 SA feedwater heaters. Franklin type C2 booster. Lima built and at the leading edge of "Super Power." Lettered Southern Pacific Lines.

2331.1 SP Class GS-2 4-8-4 Locomotive #4414. Fully skirted, post-war version GS-2 in multi-service use. Laird multiple bearing cross heads. Fully skirted but fully black painted with silver smoke box front. Large "Southern Pacific" on tender. Horizontal bands on pilot.

2332.1 SP Class GS-2 4-8-4 Locomotive #4415. Black painted with silver smoke box front. Large "Southern Pacific" on tender side. Fully deskirted locomotive as it appeared in the last few years of operation. The last GS-2 to leave service. Laird multiple bearing cross heads still in place at the end. Train indicator boards moved rearward. Silver painted solid pilot with horizontal bands removed.

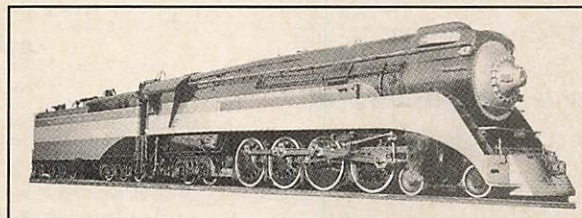


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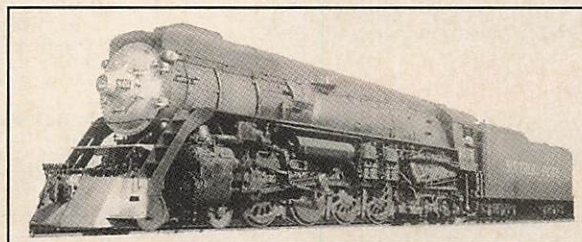
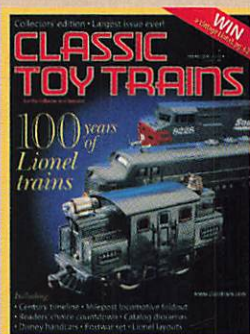


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Compiled by Nancy Bartol

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California, San Jose: NMRA National Convention 21st Century Limited - Jul. 30-Aug. 6. Doubletree Hotel. 21st Century Limited, P. O. Box 2801, Alameda, 94501; 805-543-2213.

New Orleans, Louisiana: O Scale National Convention - Jun. 28-Jul. 1. New Orleans Hilton Riverside, Poydras at the Mississippi River, Jim Buchtel, P. O. Box 45022, Baton Rouge, 70895-4022; 225-926-3860; jbuchtel@intersurf.com.

CALIFORNIA

Bakersfield: Golden Empire Model Railroad Club Model Train Show and Swap Meet - Jan. 15-16. Kern County Fairgrounds, 1142 South P St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$3; under 13 free w/adult. Doug Wagner, 14008 Tierra Blanca Ave., 93312; 661-589-0391; carldw@aol.com.

Fremont: Niles Depot Museum and Model Railroad Open House - First and third Sundays of each month. Niles Depot, 36997 Mission Blvd. 10 a.m. to 4 p.m. Stanley Keiser, 36327 Beech Pl., Newark, 94560; 510-797-4449.

Ontario: Railroad Prototype Modelers So. Cal. Meet - Jan. 23. Doubletree Hotel, 222 N. Vineyard Ave. 8 a.m. to 5 p.m. \$10. Joe D'Elia Jr., P. O. Box 2701, Carlsbad, 92018; 760-721-3393.

Pt. Richmond: Golden State MR Museum Holiday Show - Dec. 26. 900-A Dornan Dr. 1 to 5 p.m. \$2; sr. citizens and under 12 \$1; family \$5. 510-234-4884.

San Diego: San Diego Model Railroad Museum Operating Exhibit and Show - Tuesdays through Sundays. Balboa Park, Casa de Balboa, 1649 El Prado. Tue.-Fri. 11 a.m. to 4 p.m., Sat. and Sun. 11 a.m. to 5 p.m. First Tuesday of the month free. \$4; sr. citizens, students, military \$2.50; children under 15 free. San Diego Model Railroad Museum, above address, 92101; 619-696-0199.

COLORADO

Lakewood: Foothills Society of Model Railroaders Model Railroad and Toy Train Swap Meet - Jan. 15. Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2. Maynard Rorman, 440 S. Kline St., 80226-2748; 303-985-4362.

CONNECTICUT

Essex: Trains, Tracks and Trimmings Exhibit - Now through Jan. 30 (closed Mondays). Connecticut River Museum, 67 Main St. 10 a.m. to 5 p.m. \$4; sr. citizens \$3; children \$2. 860-767-8269.

New Haven: New Haven Railroad Annex Train and Toy Show - Jan. 16. Annex Club Hall, 554 Woodward Ave. 9 a.m. to 2 p.m. \$3; under 12 free w/adult. Frank L. Schiavone, 20 Boston Ave., 06512-2658; 203-467-3133.

Waterbury: Classic Shows Model Railroad Show - Jan. 16. Sheraton Four Points Hotel, 3580 E. Main St. 9 a.m. to 3 p.m. \$4; under 13 free w/adult. Classic Shows, LLC, P. O. Box 2415, Shelton, 06484; 203-926-1327.

DELAWARE

Delmar: Delmarva Model Railroad Club Open House - Jan. 8-9, 15-16. 103 E. State St., Camelot Hall. Sat. 11 a.m. to 5 p.m., Sun. 1 to 5 p.m. Free. Bill Deeter, 302-856-9250.

Hockessin: High Rail Promotions Prime Mover Train Show - Jan. 9. Hockessin Memorial Hall, Rt. 41. 9 a.m. to 2 p.m. \$3; under 12 free w/adult. Tom Marinelli, 117 Westview Dr., Lincoln University, PA 19352; 610-255-4785.

FLORIDA

Jacksonville: Greenberg's Great Train and Collectible Toy Show - Jan. 15-16. Greater Jacksonville Fairgrounds, 510 Fairgrounds Pl. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; children 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Pompano Beach: Greenberg's Great Train and Collectible Toy Show - Jan. 29-30. Omni-Broward Commu-

nity College, 1000 Coconut Creek Blvd. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Sarasota: Train Meet - Jan. 29. Sarasota Armory, 2890 Ringling Blvd. 10 a.m. to 4 p.m. \$4. Steven L. Harris, 2581 Countryside Blvd. No. 203, Clearwater, 33761; 727-791-1621.

Tampa: Greenberg's Great Train and Collectible Toy Show - Jan. 22-23. Florida State Fairgrounds, 4800 U. S. Hwy. 301N. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

GEORGIA

Norcross: Greenberg's Great Train and Collectible Toy Show - Jan. 8-9. North Atlanta Trade Center, 1700 Jeurgens Ct. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Savannah: Coastal Rail Buffs Model Railroad and Train Show - Jan. 15-16. National Guard Armory, 1248 Eisenhower Dr. 9:30 a.m. to 4:30 p.m. \$3; sr. citizens \$2; under 12 free w/adult. Ken Huffman, 414 Inglewood Dr., 31406; 912-927-4976; kenhuff@bellsouth.net.

ILLINOIS

Collinsville: Greenberg's Great Train and Collectible Toy Show - Jan. 29-30. Gateway Center, 1 Gateway Dr. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Golf: NMRA Midwest Region North Shore & Western Division Meet - Jan. 23. Diederich Park Field House, Briar Rd. and Overlook Dr. 1 to 4 p.m. \$3. Bert Lattan, 145 Heathrow Ct., Lake Bluff, 60044-1922; 847-295-7959; blattan@aol.com.

New Berlin: Sangamon Central Railroad Club Train Show - Jan. 23. Sangamon County Fairgrounds, 10 a.m. to 4 p.m. \$2. Ken Anderson, 2301 N. Sangamon Ave., Springfield, 62702; 217-522-3876.

INDIANA

Highland: Illiana Train Club Open Meet - Jan. 11. Larc West Development Ct., 9600 Kennedy Ave. 7 to 8:30 p.m. \$1. 219-924-5534.

Noblesville: NMRA Central Indiana Div. Train Show and Meet - Jan. 30. 4-H Exhibition Ctr., Hamilton County 4-H Grounds, 2003 Pleasant St. 10 a.m. to 4 p.m. \$3; under 13 free w/adult. Roger P. Hensley, 602 E. 31st St., Anderson, 46016; 765-649-2367.

IOWA

Central City: Eastern Iowa Model Railroaders Train Show and Swap Meet - Jan. 23. Central City High School, 10 a.m. to 4 p.m. \$3; under 12 free w/adult. Donald Earll, 201 Tenth Ave., Hiawatha, 52233; 319-393-2691.

MARYLAND

Baltimore: Triangle & Western Model Railroad Club Open House - Dec. 26, Jan. 2, 8-9, 15-16. 8622 Belair Rd. Noon to 5 p.m. Donation. Geren Mortensen, above address, 21236; 410-256-9037 (Tue. eve.).

Frederick: Frederick County Society of Model Engineers Open House - Jan. 9, 16, 23, 30. C&O baggage car behind Wayside TV, 423 E. Patrick St. 1 to 4 p.m. Donation. Harvey W. George, 6803 Falstone Dr., 21702; 301-663-0853; hwgeorge@fred.net.

Frederick: Frederick Train and Toy Show - Dec. 26. Independent Fire Co., Rosemont Ave. 9:30 a.m. to 2:30 p.m. \$3; under 12 free. Rich Delong, 41 Greenvale Rd., Westminster, 21157; 410-848-5458.

Hagerstown: Hagerstown Roundhouse Museum Train Show - Now through Jan. 30, Fri. through Sun. except 12/24-25, 31. 300 S. Burhans Blvd. 1 to 5 p.m., \$3; under 13 50 cents. 301-739-4665.

Odenton: Odenton Train Meet - Jan. 9. Odenton Fire Hall, Rt. 175. 9:30 a.m. to 2 p.m. \$4; under 10 free. George Stanton, 410-285-5809.

Timonium: Ellicott City Scale Model Railroad Assn. Great Scale Train Show - Jan. 29-30. Maryland State Fairgrounds, I-83, exit 17E. Sat. 9 a.m. to 4 p.m., Sun. 10 a.m. to 4 p.m. \$6; under 13 free; family \$12. Howard Zane, 5236 Thunder Hill Rd., Columbia, 21045; 410-730-1036.

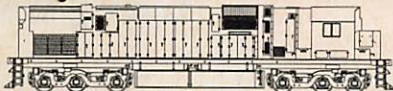
Union Bridge: Western Maryland Railway Historical Society Model Railroad Open House - Jan. 9, 16. Western Maryland Railway Museum Complex, North Main St. 1 to 4 p.m. Donations. Brian Mahoney, P. O. Box 395, 21791; 410-857-4979 (eve.); btm@cctt.net.

MASSACHUSETTS

Fall River: Old Colony & Fall River Railroad Museum Railroad Show - Jan. 16. Durfee High School Gym, 360 Elsbree St. 10 a.m. to 4 p.m. \$3; 2-12 \$1; under 2 free w/adult. Jay Chatterton, P. O. Box 3455, 02722-3455; 508-674-9340.

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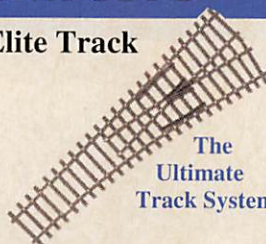
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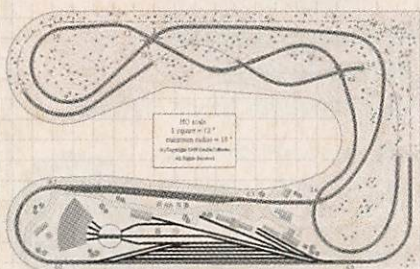
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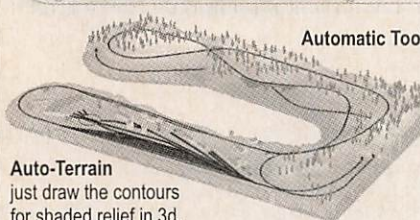


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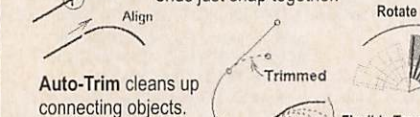


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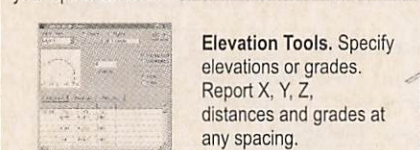
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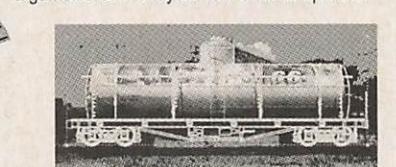
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Coming Events

Hamilton: Wenham Museum Meet - Jan. 8. Winthrop School Auditorium and Gym, Bay Rd., Rt. 1A. 10 a.m. to 4 p.m. \$3; 6-14 \$1; family \$7. Lindsay Diehl, Wenham Museum, 132 Main St., Wenham, 01984; 978-468-2377.

Leominster: Model Train Show - Jan. 30. The Italian Center, 1000 Lancaster St. 9 a.m. to 3 p.m. \$3; under 19 free. Peter Der Sarkisian, 529 Pearl St., Reading, 01867; 781-944-0038.

MICHIGAN

Plymouth: Train and Toy Show - Jan. 15-16. Plymouth Cultural Center, 525 Farmer St. Sat. 11 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; 4-12 \$2. R. R. Promotions, P. O. Box 6094, 48170; 734-455-2110; rrpromo@ameritech.net.

Traverse City: City Opera House Festival of Trains - Dec. 18-Jan. 2. City Opera House, 112 E. Front St. Noon to 6 p.m. \$3.50; children \$1.50. Nancy Sundstrom, above address, 49684; 231-922-2070.

Westland: Allen Park Model Railroad Club Railroad Flea Market - Jan. 16. Wayne-Westland Civic League, Wayne Rd. 10:30 a.m. to 3 p.m. \$3.50; under 12 free w/adult. A. Zombor, 12973 Wesley, Southgate, 48195; 734-283-5060.

MINNESOTA

St. Paul: Twin City Model Railroad Museum Hobby Sale - Jan. 8. Twin City Model Railroad Museum, Bandana Sq., 1021 Bandana Blvd. E. 10 a.m. to 2 p.m. Free. Above address, 55108; 651-647-9628.

St. Paul: Twin City Model Railroad Museum Night Trains Show - Jan. 8, 15, 22, 29. Twin City Model Railroad Museum, Bandana Sq., 1021 Bandana Blvd. E. 6 to 9 p.m. \$3; under 5 free; family \$10. Above address, 55108; 651-647-9628.

St. Paul: Twin City Model Railroad Museum Operating Exhibit and Show - Tuesdays through Sundays in Jan. Twin City MR Museum, Bandana Sq., 1021 Bandana Blvd. E. Tue. 11 a.m. to 3 p.m., 6 to 8 p.m., Wed., Thu. 11 a.m. to 3 p.m., Fri. 11 a.m. to 7 p.m., Sat. 10 a.m. to 6 p.m., Sun. noon to 5 p.m. \$2; under 5 free. Above address, 55108; 651-647-9628.

MISSISSIPPI

Jackson: Jackson Society of Model Engineers Metro Train Station Display - Now through Jan. 15. Metrocenter Mall. Fri. 6 to 9 p.m., Sat. 10 a.m. to 9 p.m., Sun. 1 to 6 p.m. \$2; children \$1. Bob Monroe, 5244 Parkway Dr., 39211; 601-956-5321.

NEW JERSEY

Cinnaminson: Burlington County Model Railroad Open House - Jan. 8-9. 808 Pomona Rd. (basement of Footlighter's Playhouse). Noon to 5 p.m. \$2. Harry G. Ivory Jr., 8 Kings Ct., Rt. 1, Bordentown, 08505; 609-499-2561.

Egg Harbor Township: Patcong Valley Society of Model Railroaders Open House - Jan. 8-9, 15-16. Fire Rd. (between Mill and Zion Rd.). 10 a.m. to 4 p.m. Free. Raymond W. Cox, 206-16th St. S. Brigantine, 08203; 609-266-8682.

Forked River: Ocean County Train Show and Sale - Dec. 26. St. Pius X School Gym, 300 Lacey Rd. 9 a.m. to 3 p.m. \$3; under 10 free w/adult. Louis Di Girolamo, 1549 Hwy. 70, Browns Mills, 08015-7107; 609-735-0422.

Hamilton Twp: Knights of Columbus Train Show - Jan. 8. 1451 Klockner Rd. 9 a.m. to 2 p.m. \$3; under 12 free. Tom Lakatos, 102 St. Clair Ave., Mercerville, 08619; 609-588-5138.

Lakewood: Ocean County Society of Model Railroaders Open House and Show - Jan. 29. All Saints Episcopal Church, Rt. 9 between Second and Third Sts. 10 a.m. to 4 p.m. \$2; family \$5. Bob Jacobs, 18 Cathedral Dr., 08701; 732-363-1430.

NEW YORK

Bethpage: Grumman Model RR Soc. and Bethpage High School PTA Model Train Show - Jan. 22. Bethpage High School, Stewart and Cherry Aves. 11 a.m. to 3:30 p.m. \$2; children \$1. Steve Williams, Northrop Grumman Middle School A31-05, 11714; 516-346-9071.

Binghamton: Roberson's Train Show - Jan. 9. Roberson Museum and Science Ctr., 30 Front St. 9 a.m. to 4 p.m. \$4; sr. citizens and students \$3; under 5 free. Howard J. Lott, 71 E. Catherine St., 13904; 607-724-5247.

Blasdell: Niagara Frontier Div. of Toy Train Operating Society Train Meet - Jan. 16. McKinley Park Inn. S. 3950 McKinley Pkwy. 10 a.m. to 4 p.m. \$4; 10-18 \$1; family \$5. Dave Schulz, 277 Lakefront Blvd., Buffalo, 14202; 716-847-0511.

Bohemia: Central Operating Lines All Gauge Swap Meet - Jan. 16. Bingo Hall, 1644 Locust Ave. 8 a.m. to noon. \$3; under 12 free w/adult. Robert Peterson, P. O. Box 312, West Islip, 11795; 516-661-9345 (eve.).

Elmont: St. Vincent DePaul Model Train and Toy Show - Jan. 9. 1510 DePaul St. 10 a.m. to 3 p.m. \$5; under 12 free w/adult. Frank Deorio, 516-352-2127.

Franklin Square: Railroad Lines Model Train and Toy Meet - Dec. 26. VFW Hall, 68 Lincoln Rd. 9 a.m. to 1 p.m. \$3; under 12 free w/adult. Rae Romano, 236 Grange St., 11010; 516-486-6658.

Continued on page 184

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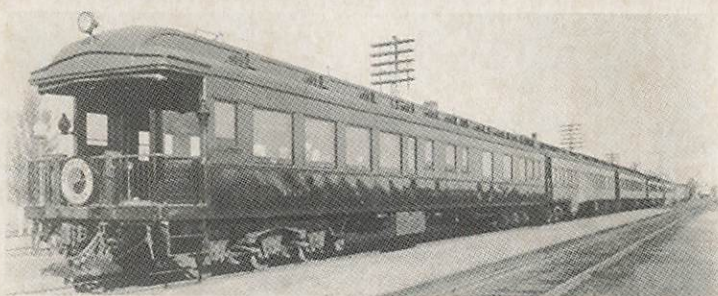
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Coming Events

Continued from page 180

Freeport: Great South Bay Model RR Club Train Show and Exhibition - Jan. 9, Freeport Recreation Ctr., 130 E. Messick Rd. 11 a.m. to 4 p.m. \$3; under 12 free w/adult. Kevin R. McKay, 66 Van Buren St., 11520; 516-223-9357.

Hudson: Philmont Mountain Toy and Railroad Club Toy and Train Swap Meet - Jan. 2, American Legion, 7 Fairview Ave. 9 a.m. to 2 p.m. \$3. Rick Washburn, 12 Hudson St., 12534-2713; 518-828-7902.

Peekskill: Toy Train Holiday Display - Now through Jan. 9, Peekskill Art Supply Building, 21 S. Division St. Thu. Fri. 6 to 8 p.m., Sat. 10 a.m. to noon, 2 to 4 p.m., 6 to 8 p.m., Sun. noon to 3 p.m. Free. 914-739-7257.

Rochester: Rochester Model Railroad Club Open House - Jan. 8-9, First Universalist Church Basement, 150 S. Clinton Ave. Sat. 1 to 5 p.m., Sun. 2 to 5 p.m. \$3; teens \$2; under 12 free. Tom McColloch, 1180 Northrup Rd., Penfield, 14526; 716-872-6106.

Ronkonkoma: Central Operating Lines RR Club Open House - Dec. 26-27, 90F Raynor Ave. Fri. 7 to 10 p.m., Sat. noon to 8 p.m., 11/28 1 to 5 p.m. 12/26 noon to 8 p.m., Mon. 10 a.m. to 5 p.m. Free. Robert Peterson, P. O. Box 312, West Islip, 11795; 516-661-9345 (eve.).

Utica: Toy Train Collectors Society Meet - Jan. 23, Union Station. 10 a.m. to 4 p.m. \$4; children \$1. Jan Wielgosz, 315-336-7463.

Westbury: NMRA Sunrise Trail Div. Model Railroad Meet - Jan. 15, Westbury Community Ctr., 360 Post Ave. Noon to 3 p.m. Free. Westbury Recreation, 357 Rockland St., 11590; 516-334-5560.

NORTH CAROLINA

Wilmington: Cape Fear Model Railroad Club Model Railroad Show - Jan. 22-23, American Legion Post 10, 702 Pine Grove Dr. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$3; children \$1.50; under 6 free. Ben Jackson, 1078 Kings Landing Rd., Hampstead, 28443; 910-270-2696.

OHIO

Columbus: Greenberg's Great Train and Collectible Toy Show - Jan. 22-23, Franklin County Veterans Memorial, 300 W. Broad St. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Columbus: O Scale Engineers Operating Display - Saturdays and Sundays in Dec. Kingsdale Shopping Center, Upper Arlington. Sat. 10 a.m. to 8 p.m., Sun. noon to 5 p.m. Free. John Clark, 463 Larcomb, 43223; 614-351-4917.

Eastlake: Eastlake North High School Railroad Show - Jan. 23, Eastlake North High School, 34041 Stevens Blvd. 10 a.m. to 2:30 p.m. \$4. Bob Frieden, 9695 Chillicothe Rd., Kirtland, 44094; 440-256-8141.

New Philadelphia: SM&BR Railroad Train and Toy Sale - Jan. 8-9, New Town Mall, 400 Mill Ave. S. E. Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 6 p.m. Free. Bob Frederick, 476 New York Ave., Rochester, PA 15074; 724-775-1886.

Niles: Youngstown Model Railroad All Scale Train Flea Market - Jan. 16, McMenamy's Hall, 325 Youngstown-Warren Rd. 10:30 a.m. to 4 p.m. \$3; under 12 free. George R. Barto, 760 Salt Springs Rd., S. W., Lordstown, 44481; 330-652-0450.

PENNSYLVANIA

Adamsburg: Adamsburg Volunteer Fire Dept. Train Show - Jan. 9, One mile east of Turnpike, Exit 7. 10 a.m. to 4 p.m. \$2; under 13 free. Show Committee, Box 92, 15611; 724-527-6250.

Bethlehem: Lehigh & Keystone Valley MR Club Open House - Dec. 26-Jan. 2, 705 Linden St. Mon.-Fri. 5 to 9 p.m. \$3; family \$5. Ron Wilson, 1409 S. Third St., Allentown, 18103-3449; 610-366-2500.

Castanea: Clinton Central Model Railroad Club Open House - Dec. 28-29, Clinton Central Model Railroad Club, 15 Logan Ave. 5 to 9 p.m. 50 cents. Jim Hill, 88 Magnolia St., Mill Hall, 17751; 570-726-6826 (eve.).

Chadds Ford: Brandywine River Museum Train Display - Now through Dec. 31, Brandywine River Museum, U.S. Rt. 1, 9:30 a.m. to 4:30 p.m. \$5; sr. citizens and students \$2.50; children under 6 free. 610-388-2700.

Dunmore: Miniature Memories HO Train Display - Now through Dec. 31, Gertrude Hawk Chocolates, 1325 E. Drinker St. Sun.-Wed. noon to 5 p.m., Thu.-Sat. noon to 7:30 p.m. Donation. Don Clark, above address, 18512; 570-346-2829.

Elkins Park: Cheltenham Hills Model RR Club Open House - Jan. 8-9, 15-16, 8000 Old York Rd. Noon to 4 p.m. Donation. 215-635-9747.

Fort Washington: GATSMEE Lines Model Railroad Club Open House - Jan. 8-9, 22-23, Prospect & Madison Aves. Noon to 4 p.m. Donation. Ed Wilson; 215-646-2033.

Gibsonia: Western Pennsylvania Model Railroad Museum Railroad Journey in Miniature Display - Now through Jan. 16, Western Pennsylvania MR Museum, Rt. 910 and Hardt Rd. Fri. 6 to 9 p.m., Sat., Sun. 11 a.m. to 5 p.m., and special holiday hours. \$4; under 13 \$2. Ray Mueser, 312 Leslie Rd., Valencia, 16059; 724-898-3341.

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Maryland State Fairgrounds

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Ft. Washington, Pennsylvania • December 11 & 12
Ft. Washington Expo Center

*Charlotte, North Carolina • December 18 & 19
Charlotte Merchandise Mart

Cleveland, Ohio • December 18 & 19
Cleveland Convention Center

2000 Greenberg Shows Calendar

Virginia Beach, Virginia • January 8 & 9
Virginia Beach Convention Center

Norcross, Georgia • January 8 & 9
North Atlanta Trade Center

Jacksonville, Florida • January 15 & 16
Greater Jacksonville Fairgrounds

Lebanon, Pennsylvania • January 15 & 16
Lebanon Valley Expo Center

Tampa, Florida • January 22 & 23
Florida State Fairgrounds

Columbus, Ohio • January 22 & 23
Franklin County Veterans Memorial

Chantilly, Virginia • January 22 & 23
Capital Expo Center

Pompano Beach, Florida • January 29 & 30
The Omni, Broward Community College

Collinsville, Illinois • January 29 & 30
Gateway Center

Stony Brook, New York • February 5 & 6
Stony Brook University

Upper Marlboro, Maryland • February 12 & 13
The Show Place Arena

Niles, Ohio • February 19 & 20
Eastwood Expo Center

Monroeville, Pennsylvania • February 26 & 27
Pittsburgh ExpoMart

Pennsauken, New Jersey • March 4 & 5
South Jersey Expo Center

Edison, New Jersey • March 11 & 12
New Jersey Convention and Expo Center at Raritan Center

Timonium, Maryland • March 18 & 19
Maryland State Fairgrounds

Hackensack, New Jersey • March 25 & 26
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Coming Events

32 Main St., Sun. 2 to 6 p.m. Donation. Gene Anstine, 12131 Misty Meadows Ln., 17327; 717-227-9924.

Hamburg: Hamburg Dutch Electric Train and Railroad Show - Jan. 23. Hamburg Fire Co. Field House, Fourth and Pine Sts. 9 a.m. to 1 p.m. \$3; under 12 free. Sam Lenhart, 1251 Upper Van Reed Rd., Leesport, 19533; 610-374-5694.

Lebanon: Greenberg's Great Train and Collectible Toy Show - Jan. 15-16. Lebanon Valley Expo Center at Fairgrounds, 2120 Cornwall Rd. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Leesport: Leesport Toy Train Show - Jan. 8-9. Leesport Farmers Market, Rt. 61. Sat. 10 a.m. to 4 p.m., Sun. 9 a.m. to 3 p.m. \$3; under 10 free. Don Reed, 215-679-3838.

Manheim: Stiegel Valley Model Railroad Open House - Dec. 26. 230 S. Charlotte St. 1 to 4 p.m. Donation. Ed Bookman, 717-299-0687.

New Hope: New Hope Eagle Fire Co. Train Show - Jan. 9. Rt. 202 and Sugar Rd. 8 a.m. to noon. \$3. Fred Dauncey, P. O. Box 222, So. Plainfield, NJ 07080; 908-755-7989.

Richboro: Abington Lines Model Railroad Club Open House - Jan. 8-9. 2066 Second St. Pike. 1 to 4 p.m. Donation. Larry Steen, above address, 18954; 215-598-7720.

Shamokin: Lower Anthracite Model Railroad Club Open House - Dec. 26. Shamokin Community Ctr., Independence St. 6:30 to 9 p.m. Free. LAMRRC, P. O. Box 28, 17872; 717-644-2248 (Tue., Thu. eve.).

Souderton: Logan Model Railroad Club Open House - Jan. 8-9. Souderton Train Station, second floor, Main and Broad Sts. Noon to 4 p.m. Donation. Walter Curll Sr., 2903 Sunset Ave., East Norriton, 19403; 610-539-4990.

Wilkes-Barre: Hudson MR Club Display - Dec. 26, Jan. 2. Above Polish Club, Martin and Gibbons Sts. Noon to 5 p.m. Free. Eugene Mones, 717-325-8955.

York: Miniature Railroad Club of York Open House - Dec. 26. 381 Wheatfield St. 1 to 5 p.m. \$2; 6-12 50 cents. Ivan Frantz, 1126 Hanover Rd., 17404-6218; 717-225-5470.

Zullinger: Waynesboro Model RR Club Open House - Jan. 2, 9, 16, 23, 29-30. Waynecastle Rd. at Rt. 16. 1 to 5 p.m. Donation. Don Florwick, 717-352-8759.

TEXAS

Katy: TCA Lone Star Division Meet - Jan. 30. Katy VFW Hall, 6202 Sixth St. 10 a.m. to 3 p.m. \$3; under 12 free w/adult. Mark Eenink, 1907 Treyburn Trail, 77450; 281-395-1858.

Plano: Dallas Area Train Show - Jan. 29-30. Plano Ctr., 2000 E. Spring Creek Pkwy. 10 a.m. to 5 p.m. \$5; under 12 free. Robert Bray, 1820 Spruce Ln., Benbrook, 76126; 817-249-4965 (eve.); robert.l.bray@lmco.com.

VIRGINIA

Chantilly: Greenberg's Great Train and Collectible Toy Show - Jan. 22-23. Capital Expo Ctr., 4320 Chantilly Shopping Ctr. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Suffolk: Virginia Train Collectors Train Meet - Jan. 16. Nansemond Suffolk Academy, Rt. 460. 9 a.m. to 1 p.m. \$6; under 17 free. Russ Dolbear, 5521 Ecoff Ave., Chester, 23831; 804-748-2101.

Vienna: Northern Virginia Model Railroader Open House - Jan. 15. Washington & Old Dominion Railroad Station, 231 Dominion Rd. 1 to 5 p.m. 703-938-5157.

Virginia Beach: Greenberg's Great Train and Collectible Toy Show - Jan. 8-9. Virginia Beach Pavilion and Convention Ctr. Sat. 11 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$6; 6-12 \$2; under 6 free. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

WASHINGTON

Chehalis: Lewis County Model Railroad Club Show - Jan. 15-16. 2100 N. National Ave. 9 a.m. to 6:30 p.m. Donation. Ted Livermore, 130 Madden Rd., Cinebar, 98533; 360-985-7788; tedmodelrrisfun@cs.com.

Kennewick: Tri-Cities Model Railroaders Workshop, Train Show, and Clinic - Jan. 29. Benton County PUD Auditorium, 2721 W. Tenth Ave. 10 a.m. to 4 p.m. Free. Train Station at Fantastics; 509-735-1750.

WEST VIRGINIA

Wheeling: Oglebay Park Model Railroad Show - Jan. 15-16. Glestner Hall, Wilson Lodge. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 3 p.m. \$4.50; children \$1. Lew Warren, 17768 W. Cactus Flower Dr., Goodyear, AZ 85338; 623-386-1263.

WISCONSIN

La Crosse: The Great Tri-State Rail Sale, Model Railroad Flea Market, and Swap Meet - Jan. 29. Days Inn, 101 Sky Harbour Dr. 9 a.m. to 3 p.m. \$2; under 12 free. The 4000 Foundation, P. O. Box 3411, 54602-3411; 608-582-4761.

Madison: NMRA Midwest Region South Central Wisconsin Division Model Railroad School - Jan. 9. Fitchburg Community Center, 5510 E. Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 444 Hilltop Dr., 53711; 608-231-1817.

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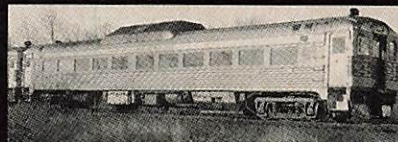


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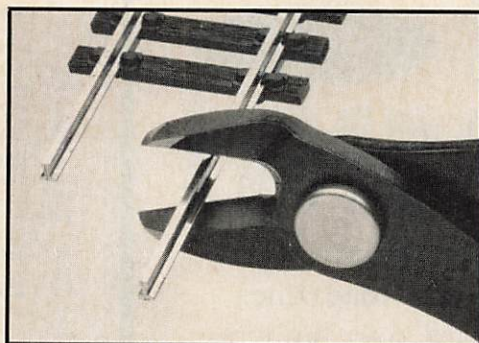
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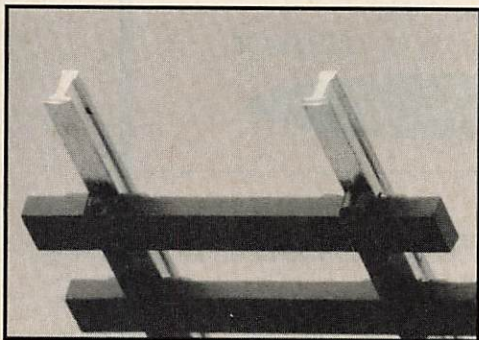
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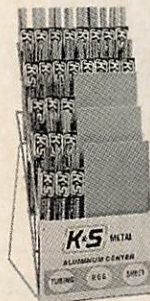
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Coming Events

Monroe: Green County Model Railroad Show and Swap Meet - Jan. 15-16. Monroe Middle School, 1503 13th St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$1. Brian Stackpole, 110 25th Ave., 53566; 608-325-9737.

Oshkosh: Model Train Show and Memorabilia Swap Meet - Jan. 2. Winnebago County Fairgrounds, Sunnyview Expo Center. 8:30 a.m. to 2 p.m. \$2.50; children \$1.25; under 5 free. Dennis F. E. Frey, 920-233-5024.

Waukesha: Badgerland S Gaugers Train Swap Meet - Jan. 30. Waukesha Expo Center, 4-H North Building, 1000 Northview Rd. 8:30 a.m. to 1 p.m. \$2. Dick Kloes, 9735 W. Morgan Ave., Milwaukee, 53228; 414-543-8839.

West Allis: Lionel Railroad Club Train, Toy, and Collectibles Meet - Jan. 16. Knights of Columbus Hall, 1800 S. 92nd St. 9 a.m. to 12:30 p.m. \$2; under 13 free w/adult. John Cochran, 414-453-1275.

CANADA

Ontario, Hamilton: NMRA NFR International Division Beginners Meet - Jan. 8. Hamilton Spectator, 44 Frid St. 10 a.m. Free. Ed Norman, 40-18 Carson Dr., L8T 4Y3; 905-318-0313.

Ontario, Ottawa: NMRA Niagara Frontier Region St. Lawrence Division Meet - Jan. 29. St. Anthony Soccer Club Hall, 523 St. Anthony St. 9 a.m. \$5. Michael Pasch, 1347 Avenue S, K1G 0C4; 613-746-4287; mipasch@cyberus.ca.

Ontario, Paris: Paris Junction Model Train Show - Jan. 23. Paris Fairgrounds, Silver St. 10 a.m. to 4 p.m. \$3. Gord King, 90 Prospect St., Pt. Dover, N0A 1N1; 519-583-0975; kingwodsln@kwic.com.

Club Memberships

Listings for Club Memberships are published on a space-available basis. They must be typed or printed, double-spaced, include all the following information, and be in this format:

1. State and city in which club is located
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6. Name and telephone number of the contact person
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Mail to Club Memberships, MODEL RAILROADER Magazine, P.O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail clubs@mrmag.com.

Arizona, Phoenix: Maricopa Express Youth Railway - HO, S, Lionel O-27, Lionel O. Meets third Saturdays 1 to 3 p.m. at Adobe Desert Mountain Railroad Park, W. 43rd Ave. and Pinnacle Peak Rd.; work meeting first Saturdays. Contact: Bruce L. or Evonne Keech, 623-842-1860.

California, San Diego: La Mesa Model Railroad Club. Meets Tuesdays at San Diego Model Railroad Museum. Contact: John Rotsart, 619-696-0199.

California, San Diego: San Diego Model Railroad Club - HO, Hon3, O, On3. Meets Fridays 7:30 to 10 p.m. at San Diego Model Railroad Museum. Contact: John Rotsart, 619-696-0199.

California, San Diego: San Diego Society of N Scale. Meets Fridays 7:30 to 10 p.m. at San Diego Model Railroad Museum. Contact: John Rotsart, 619-696-0199.

California, San Diego: San Diego Society of N Scale. Meets first Thursdays 7 to 10 p.m. at San Diego Model Railroad Museum. Contact: John Rotsart, 619-696-0199.

California, Vallejo: Vallejo Model Railroad Club - HO and N. Meets Wednesdays and Fridays 7 to 9 p.m. at Civic Bldg., 900 Fairgrounds Dr. Contact: 707-643-1809.

Connecticut, Wallingford: New Haven Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at the Wallingford Train Station, 37 Hall Ave. Contact: Blaise Vece, 203-239-9367.

Illinois, Bloomington: Ntrak of Bloomington Normal - N. Meets second Mondays 7 p.m. at National City Bank, 202 E. Washington. Contact: Dave Gentry, 309-452-1613; gentry4@aol.com.

Indiana, Indianapolis: Naptown and White River Model Railroad Club - HO. Meets Mondays 7 p.m. at 1115 McDougal St. Contact: Carl Tomamichel, 317-786-1183.

New Jersey, Rockaway: Picatinny Model Railroad Club - HO, N. Meets Wednesdays 7:30 to 10 p.m. Picatinny Arsenal, Rt. 15N. Contact: Larry Middleton, 908-852-5299 (days).

New York, Elmont: Model Railroad Educational Foundation - HO. Meets Mondays and Thursdays 8 p.m. Contact: Nick Platas, 516-352-0809.

New York, Kingston: West Shore Model Railroad Club - HO. Meets Fridays 7 p.m. at J&J Hobbies basement, 37 N. Front St. Contact: Ed D'Avignon, 914-331-1279; pced@aol.com.

Pennsylvania, Wilkes-Barre: Hudson Model Railroad Club - HO. Meets Wednesdays 8:30 p.m. above the Polish Club, Martin and Gibbons Sts. Contact: Eugene Mones, 717-325-8955. ♦

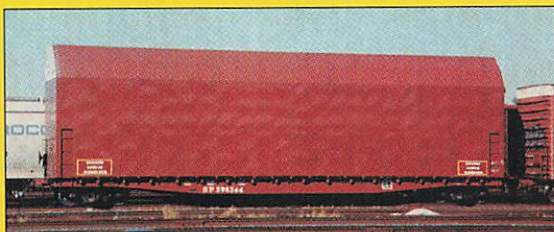
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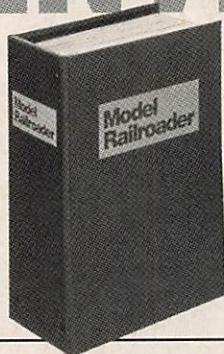


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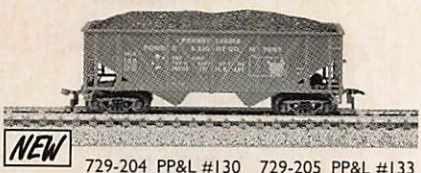
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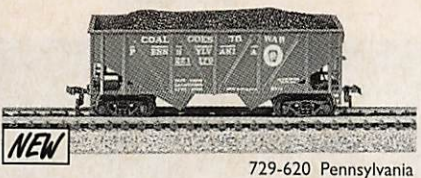
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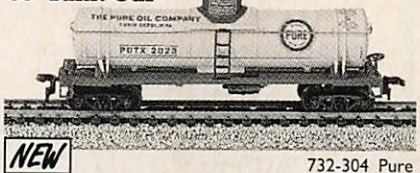
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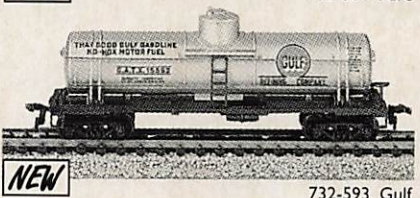
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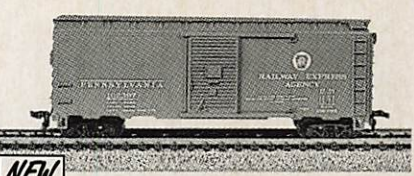
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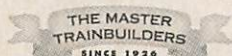
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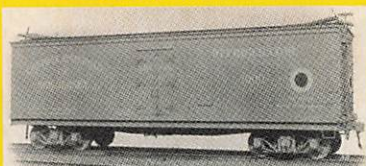
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B. Paid and/or requested circulation		
1. Sales through dealers and carriers, street vendors, and counter sales	58,226	51,706
2. Paid or requested mail subscriptions	144,471	136,003
C. Total paid and/or requested circulation (sum of 15B1 and 15B2)	202,697	187,709
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F. Total free distribution (sum of 15D and 15E)	344	287
G. Total distribution (sum of 15C and 15F)	203,041	187,996
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1. Office use, leftovers, spoiled	6,400	3,049
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17. I certify that the information above is true and complete. Michael R. Stephens, Vice President, Marketing, Date: October 5, 1999.		

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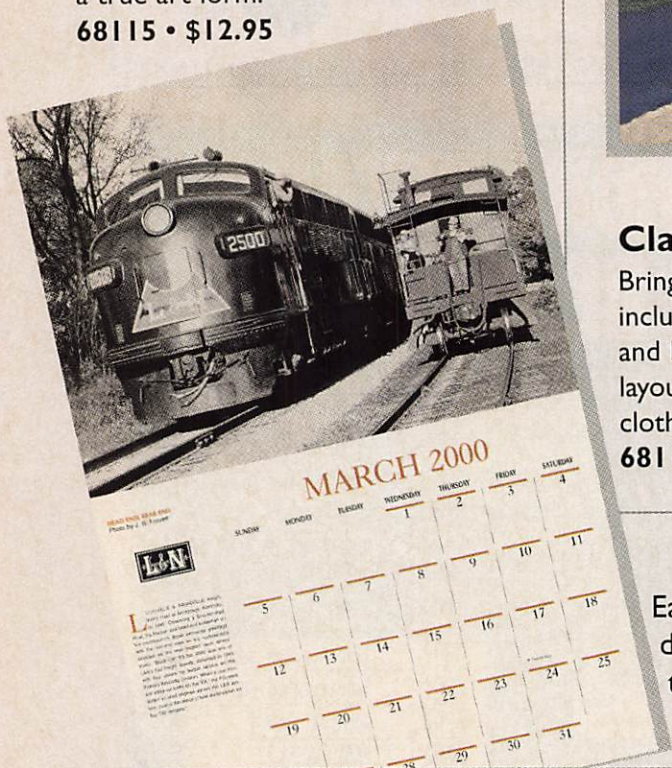
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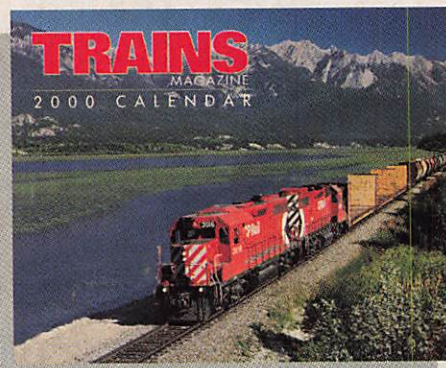
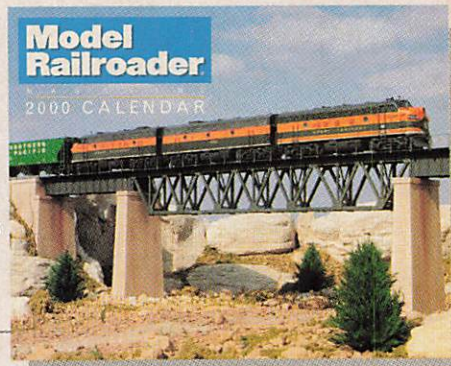
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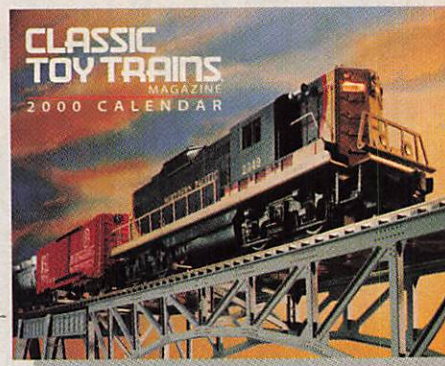
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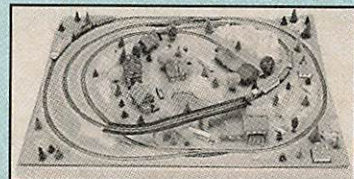
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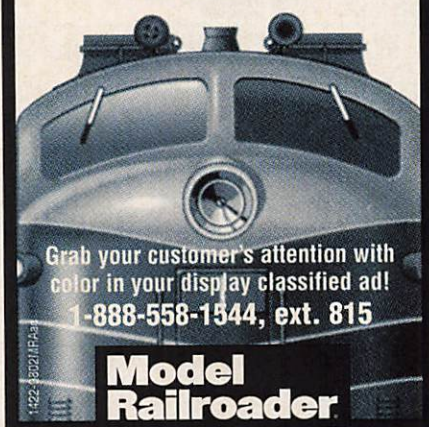
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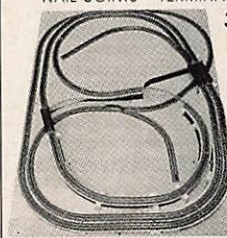
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